THE FINANCIAL POST
OF CANADA

A weekly newspaper aiming to present to the public in a popular manner, accurate information relating to the financial interests and the legitimate investments of Canada.

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THE SECURITY REVIEW

THE UNPARALLELED SCARCITY OF MONEY.

The Southern Pacific Dividend Had No Effect—A Contrast With a Year Ago—Preparing for the Crop Moving—The Rise in the Commercial Rate—The C.P.R.'s Year—The Cost of the Steel and Coal Fight—The Mackays and the Telephone Company—Notes on Leading Canadian Securities.

During these dog-days in the stock market, Mr. E. H. Harriman is again to the fore, but his performanance is not of the spectacular character as last August, when the financial world was astonished by the declaration of a ten per cent. dividend on Union Pacific and five per cent. on Southern Pacific, and one of the most ill-omened and senseless bull campaigns ever conceived was originated in the face of monetary stringency. This year the increase in the Southern Pacific dividend was not unexpected. In fact, on Thursday week Mr. Harriman announced that such would be the case. The stock market acted as it usually does when an increase in dividend has been expected, and the list sold off on the announcement.

There seems no event in the near future that can galvanize any of the stock market centres into anything approaching activity. We have moved into an era when capital must command higher prices than in the past ten years. The stock market with its inherent sensitiveness has re-adjusted prices to the new conditions in advance of the time. It has also discounted the possible re-action in business, and any shrinkage in the crops. Until however, the income-bearing rate of capital is more clearly defined, we cannot expect any general movement. Many stocks may never be quite as cheap as their low level in 1907, but it is not easy to prophesy when they will regain a material percentage of the depreciation.

In Canada, the eyes of the financial world have been turned this week towards the great case of the Dominion Iron & Steel Co. vs. the Dominion Coal Co., at Sydney. The hearing has not proceeded beyond the initial stages. The cost of this first trial will aggregate to the two opposing companies little less than $100,000. In view of the absolute necessity of a settlement sooner or later, and the amalgamation of the companies. It is all wasted money.

The shipments of gold to Europe have been resumed, some has even been brought to Canada to strengthen the reserves of the banks against possible withdrawals for the movement of the crops. While much must depend upon the estimate of the exchanges in September, October and November, there seems still some likelihood of more gold going out from New York to Europe. At the same time, there have within the past few days been heavy investments in Great Britain, in American securities at the present inviting prices, and this may contribute to establish sufficient credit to obviate gold shipments apart altogether from the prospect of later exports. Meanwhile, money is rather easier on the New York and Boston markets, although these still remain sensitive.

Last week the Canadian banks withdrew $1,000,000 of gold from New York, presumably in anticipation of the harvest needs. The acute scarcity of funds at this particular period is without parallel. Never has the country been so hardly put for ready money. While railway earnings, manufacturing production, bank clearings or immigration do not show any recession, expansion in almost all lines has ceased and the country will be all the better for a season of rest. The land speculation in the west looks as though it were nearing its end. The peril of a lean harvest will be a useful lesson to the farmers and merchants who have been speculating in land rather than paying their obligations. In view of the continuing character of the money market in Canada it will require more than faith to move any purely native Canadian securities. The ruling rate for commercial funds is now seven per cent.

Jaffray & Cassels in their weekly market letter say:

"Canadian bankers are making preparations to supply the demand for money to move the crops. Loans are being called from the stock market for this purpose. Realizing the scarcity of funds, some bankers are giving long notice, calling loans in September and October. On June 30th last the totals of call loans by banks in Canada was $6,500,000 less than a year ago, while their call loans outside Canada increased $1,800,000. This suggests that Canadian stock markets have contributed at least their share towards supplying the increasing demands of commerce. In the same period commercial loans in Canada have grown $85,000,000 and deposits $52,700,000.

With such monetary conditions it must be apparent that speculative holdings have been greatly reduced. The market now depends on the investment demand, which is intermittent. Calling of loans seems likely to force further holdings on the market, and the prices at which such holdings will be sold will depend on the steadiness of this investment demand more than on the intrinsic value of the securities offering.

The figures of C.P.R. earnings for June were better than expected, making total gross earnings for the year $72,217,528, an increase of $10,547,770; net earnings were $25,303,309, increase $2,329,996. But interest in the annual report to be issued in September will chiefly centre in the report of land sales during the year, and the directors' decision as to the disposition of the land fund.

"The New York market's reception of the U. S. Steel Corporation's quarterly report shows that fears of a reaction in trade are still strong. Possibly the U. S. Government report on crops, to be issued next week, may help to relieve these fears if it shows no material falling off in condition during July. Meantime the active demand for money keeps time rates very firm, and the high level of sterling exchange shows that the foreign demand for American securities even at this level is very limited. It seems probable that the policy recently adopted by the U. S. Government of depositing customs receipts in banks will materially assist in supplying funds for crop moving purposes, and tend to relieve the usual fall strain on New York banks.

C. P. R.

The net earnings for the year ending June 30, 1907 are $25,303,308 as against $22,973,312 the previous year, being a gain of $2,329,996. The statement of the year should rum approximately:

Net earnings	$25,303,308
Other income exclusive of lands about	2,200,000
	$24,723,308
Fixed charges	8,500,000
	$18,223,308
Deduct steamship replacement and pension fund	600,000
	$18.563,308
Deduct dividends on pref.	$ 1,750,000
Balance available for common	$16,813,308

or 13.81 per cent. on the present common stock of $121,680,000.

Mackays.

The situation of the company in regard to the American Telephone Co. is thus reviewed by the Wall street journal:—It is understood that the Mackay Companies availed itself of the decline in American Telephone shares which followed the announcement of the recent issue of stock in the early part of June, to average up its American telephone holdings by acquiring several substantial new blocks of stock, until at the present time the Mackay Companies is the owner of nearly 90,000 shares of American Telephone Co. stock, of which between 11,000 and 12,000 shares were acquired by right of subscription to the June issue of $22,000,000 stock.

It will be remembered that during 1906 the Mackay Companies purchased in the open market between 25,000 and 30,000 shares of American Telephone Co. stock. This stock was picked up in accordance with a certain fixed ratio, i.e., whenever by selling a certain number of Mackay Companies' preferred shares a certain fixed number of telephone shares could be secured, a transaction was completed. The object was to make the incoming dividend return on the telephone shares exactly balance the outgoing dividend on the Mackay preferred. The cost of the American telephone stock secured by the 1906 purchases averaged close to $130 per share. At that time telephone stock was paying 7½ per cent. dividends, and the increase to 8 per cent. last October has had the practical effect of making the cost price of the telephone stock secured by the Mackay Companies in 1906 about $123 per share. With the block of 11,000 or 12,000 shares which was acquired by subscription at par, and through such purchases as have since been made, the average price of Mackay Companies' telephone holdings must have been reduced several points further.

The Mackay Companies asked for representation on the American Telephone & Telegraph board at the annual meeting in March and was refused.

Bankers are beginning to feel that too much emphasis has been laid on the Mackay Companies' interest in the American Telephone Co. The present capital stock of the Telephone Co., including the new stock, is $153,476,600, of which the Mackay Companies hold say $9,000,000, or less than 6 per cent.

Porto Rica Railways.

Gross earnings for June were $29,097.79, being an increase of $4,994.09., or 20.72 per cent. over the same month last year. The net earnings were $12,991.76, an increase of $5,357.33, or 70.18 per cent. over June, 1906.

For the six months from January 1st last, gross earnings were $[illegible]19.75, being an increase of $$23,804.94, or 16.48 per cent. over the same period of last year. Net earnings were $66,715.23, being an increase of $21,634.57, or 48 per cent.

Dominion Steel.

While the trial was in progress this week there has been selling pressure and the price has receded somewhat. The control buying is probably at an end. The evidence of the general manager, Mr. F. P. Jones, discloses apparently thus far no fatal error on the part of the Steel Company in regard to the contract. Mr. Plummer's written statement that he was ready at all times to negotiate with any fully empowered representative of the Coal Company has passed almost unnoticed in the conflict.

Twin City.

Like most tractions, Twin City, for the first six months does not show up as well as on the basis of the entire year. The months of July and August are however, the harvest time, and the increase in the surplus over the corresponding six months last year is $80,000. The surplus for 1907, however, is not likely to exceed last year's by over $150,000. This, how ever, will leave a surplus after the usual dividends of $850,000, so that an increase in the dividend could easily be made.

Hudson's Bay.

Hudson's Bays, which usually make a demonstration in August, opened the month weakly, selling at 90, a drop of nearly three pounds, or 15 points, from the previous quotation. The weakness in consols, the usual barometer of the London market, has been reflected in a number of securities.

CANADA'S GROWTH.

As Illustrated in the Annual Review—Interesting Lights on an Eventful Year.

The sixth issue of the Canadian Annual Review, edited and compiled by Mr. J. Castell Hopkins, is an example of talent in selection and the marshalling of facts that makes a publication not alone interesting and valuable, but at times indispensable.

While filling a different field from the Annual Financial Review, with which the name is very similar, it will be found of great assistance to the financial man. The volume is dedicated to a well known banker in the person of Lt.-Col. Mason, general manager of the Home Bank, "who has won his place in Canadian public affairs by soldierly service and capacity, by financial ability and high character, by patriotic devotion to the best ideals of national life and imperial unity."

Its collation of information in regard to the material resources happens at a dramatic time in Canadian history. Reviewing the work editorially, the Toronto News has the following ideas suggested to it on Canada's growth:

"Agriculture remains of paramount interest, but the picturesque story of Cobalt, and mining developments in British Columbia, emphasize the fact that Canada is not to be regarded solely as an agricultural country. The occupations of its citizens will become, and will remain, varied, and its government must deal with conditions of increasing industrial and social complexity. The extent and the variety of Canadian territory finds striking manifestation on the one hand in western irrigation, undertaken by the Canadian Pacific Railway Company and the Robbins Irrigation Company, and on the other in electrical development from Ontario water power. The awakening of a national conscience with regard to the preservation and fit employment of fisheries and forests is indicated by the interest aroused at the Canadian Forestry Convention, held in Ottawa last January, and by the investigations of the Dominion Fisheries Commission and that of the Georgian Bay. Great progress at the cost of little conflict or disturbance marks the history of the development of natural resources during the year.

"The extraordinary advance in transportation, not only in realization, but in conception, is shown with striking effect. A transcontinental line no longer is complete without a seaport on either side of the continent. Lines of ships crossing the Atlantic and Pacific are regarded as the desirable end towards which the energies of a great transportation company or of the Canadian Government are bent. A railway line to Hudson Bay has become much more than a possibility. While the development of the Canadian Northern, and the advances of Mr. J. J. Hill, establish the fact that transportation is to be the feature, not of the past year only, but of many following. Problems of corresponding magnitude exist, in immigration and conditions of labor, municipal activity, trade and commerce, and such questions as public ownership. To overtake the needs of the growing cities of the Dominion will tax the experience, the ability and energy of municipal administrators. The discussion of the housing problem, and similar questions, with the place taken by Canadians, clubs and other active organizations, shows a tendency towards the evolution of a new social feeling, with humane ends; first, neighborly, then national and cosmopolitan. Personal and national prosperity are equally conspicuous. Yet a warning note is heard from private citizens and unofficial leaders more generally than from statesmen, that the political, business and social life of the country requires more honesty, plain dealing and practical economy. Investigations during the year have left a feeling of dissatisfaction. On two particular occasions eminent financiers have pointed out the advisability of caution. Canada is a borrowing country, a fact which must always be remembered, and which remains true, as Mr. B. E. Walker pointed out, even although the past year was more remarkable for volume of business and for general prosperity than any other year in our history.

The political aspect, as contained in the Annual Review, reflects the same conditions which obtain in industrial, business and social life. The rapid development of the country seems to have confused the traditional policies of parties. Public attention is fixed on great national schemes rather than on principles. To build is regarded with more enthusiasm than the defence of right or the banishment of wrong. Possibly the negotiation of a commercial treaty with France will eventually mark as great a step in national development as the projection of an All-Red Line. Yet both these developments might almost be foretold from Mr. Hopkins' Review for 1906, so evident is the current setting towards national growth and participation in world affairs. It is a time when great things are to be accomplished; and the consciousness must bring to Canadians a greater sense of honor and responsibility than of vainglory or even pride."

BOND DEPARTMENT

If you wish to keep in touch with the municipal bond market watch this department. It seeks to be very accurately compiled and convenient, and is a valuable indication of current prices. The Financial Post makes a specialty of municipal bond news.

Cowansville, Que.—On August 10th the ratepayers will vote on a bylaw to issue debentures to the amount of $15,000 for a loan to Woodburn Sons & Co., Ltd.

Edmonton, Alta.—The city will receive tenders till Aug. 10th for $575,000 debentures.

Fredericton, N.B.—J. R. Golding, the city treasurer, is receiving tenders till Aug. 25th for 40-year 4 per cent. water debentures, issued in sums of $500 each.

Fort William.—A. McNaughton, town clerk, has given notice that a bylaw was passed on June 25th for an issue of $24,500 debentures for school purposes.

Hamiota, Man.—A bylaw to issue debentures for $4,000 to build a fire hall, and another to raise $4,000 for building an addition to school, will be submitted to the ratepayers on August 3rd.

Milden, Sask.—Ernest Duff, secretary-treasurer, will receive tenders till Aug. 20, 1907, for the purchase of $1,500 ten-year instalment debentures for school purposes.

Port Arthur, Ont.—The city clerk has given notice that steps to quash the bylaws to issue $70,000 of debentures for school buildings in Wards 2 and 3, and $68,450 for school improvements in Ward 1, must be made within three months.

Portage la Prairie, Man.—At the December municipal elections a bylaw will be voted on for the issue of an additional $50,000 of debentures for extension to the waterworks.

Romney Township.—J. W. Hodgson, township clerk, of Tilbury, Ont., gives notice of a bylaw to raise $4,738 for drainage purposes.

Tweed, Ont.—P. T. Bowlley, reeve, is receiving tenders till Aug. 5th for the purchase of $5,000 25-year 5 per cent. instalment debentures.

Warwick, Alta.—S. R. English, secretary-treasurer, asks tenders till Aug. 15th for the purchase of $1,000 10-year school debentures.

West Bridgeford, Sask.—T. S. Edgar, secretary-treasurer, will receive tenders up to Aug. 6th for purchase of $1,600 8 per cent. school district debentures.

Weyburn, Sask.—The ratepayers will vote on a bylaw on August 15th to provide $50,000 for construction of a waterworks system.

Winnipeg, Man.—A bylaw was shortly introduced in the city council providing for an issue of debentures for $30,000 for the purpose of providing public swimming baths.

A bylaw may be submitted to the ratepayers to provide $50,000 for a public abattoir.

THE LATEST ABOUT WESTERN REAL ESTATE.

A graduate of one of our Toronto universities writes from Milford, Sask.:

"I went to Edmonton with the intention of getting hold of some real estate, but found prices too high for my pocket book. I have, however, frozen on to some here. Opportunity along that line is good in this section. They have enough territory surveyed around Edmonton for a city the size of Toronto. I'll tell you a story that will illustrate the condition of affairs in the real estate business there. A farmer stepped into the office of a real estate broker and told him he had a quarter section of land in the country which he would like to exchange for town lots. "Yes," said the real estate man, "I'm game. Just step into my rig, which is ready outside." They drove out several miles and at last stopped. The broker said: "Here are my lots." After the farmer had walked over them carefully, the broker said: "Now I would like to see your farm." "Well," said the farmer, "jump in the rig. My farm is between here and the town."

THE CONIAGAS MINE.

In a very dull market yesterday Coniagas was the only active feature on the mining list selling at $3.69 to $3.70. A rather bearish statement appeared in an evening paper to the effect that the mine was now shipping low grade ore and that the concentrator which was expected to cost $22,000 had already involved an outlay of $52,000. As a matter of fact, the Coniagas has not been able, owing to the strike, to make the same wonderful showing as in June, when it shipped $145,000 worth of ore, but it is, under difficult conditions, still the largest producer in the camp. Its stock is on an investment basis as far as any mine can be.

CLOSING OF SUBSCRIPTION.

Porto Rico Bonds Offering Closes Next Saturday—Subscribed in Good Quantity.

The offering of Porto Rico Railways Co. bonds, with stock bonus, closes on Saturday next, the 10th inst. Messrs. A. E. Ames & Co., Limited, in their advertisement state that subscriptions have been received from Canada, England and the United States in good quantity. They recommend the investment as safe and likely to prove very profitable.

WINNIPEG'S SILLY MISTAKE

HOW SALE OF BONDS WAS LOST.

By the Mayor's Smartness—The Terms Had been Agreed upon—He Tried to Secure a Half Point More Elsewhere—The Bond Situation Slightly Improves—The Finances of New Brunswick—Fredericton sells its Bonds well.

Some readers of last week's Post may have wondered why a London banker stated that it was sufficient for a city to go into municipal trading for an English banker to look askance at its issues. One hears a great deal about the lack of soul in corporations, but it seems impossible for a municipality to do business in a decent and straightforward manner. In Toronto, for example, one of the greatest boons that a city could possibly obtain, the erection of a steel and smelting works and the reclamation of Ashbridge's Bay, may be prevented not by the municipal officials who are working to secure the accomplishment, but because the city's council may be swayed by some cry of a demagogue. These remarks have a bearing on Winnipeg and its action in regard to the alleged sale of its bonds. It was stated last week in all the daily papers that Winnipeg had sold [illegible] of bonds to an English firm, represented by Messrs. F. W. Heubach, of Winnipeg, and G. W. Farrell, of London. Mr. Farrell who was representing Scrimgeour & Co., bankers, of London, England, had agreed with the civic authorities to take the lot at 94, on condition that Winnipeg should issue no new bonds inside of six months and none at as low a price within a year. This agreement was subject to the acceptance and confirmation of the London partners of Scrimgeour & Co. While awaiting this confirmation, the mayor is said to have cabled to Messrs. Coates, Son, & Co., offering them the bonds at 94½. The latter firm has already on hand a quantity of the previous issue, and on being informed by Scrimgeour & Co. of the situation, Coates & Co. forthwith marked down to 94 and refused the other offer, and rendered it also impossible for anyone to buy the city's new bonds at that figure. This should be a lesson to the city authorities, that there is a code of commercial decency and honor in the financial world, of which there is a lamentable ignorance outside.

The bond market in the United States is reported from several quarters as improving. Even Canadian offerings are finding a better destiny in the States, but conditions are different in Canada. Canada is afflicted more seriously than the United States by the return on the crops.

Regarding the inability of the railways to move the crops last year, which has made the money conditions of Canada even more stringent than across our southern line, we have every reason to hope that similar difficulty will not be experienced in moving the crops this year. It is a matter of common knowledge, that the railways are increasing their equipment for western traffic this year. The Grand Trunk are spending $7,000,000 for increased equipment, the Canadian Northern over $4,000,000, and the Canadian Pacific will undoubtedly keep pace.

From the extreme east and from the extreme west of Canada, comes the same story of acute monetary stringency, at a time when the conditions should be at their easiest.

The Province of New Brunswick is facing a great need for money. The Fredericton Gleaner gives the figures as shown by the Auditor General's report, by the returns brought down to the legislature and by the terms of the acts passed:

Bonded debt, 1906	$4,841,710.19
Treasury bills afloat	556,872.53
Insurance Co. deposits	90,000.00
Equity Court deposits	48,227.22
Overdraft, Bank B.N.A.	1,043,158.08
International Ry. bonds	880,000.00
International Ry. subsidy	150,000.00
New highway bridges	884,200.00
N.B. Coal and Ry. Co.	330,000.00
St. John Valley Ry.	1,950,000.00
	$10.774,168.02

At four per cent. these liabilities should they all be thrown upon the province, would involve an annual interest payment of $430.966.72. The revenue of the province last year was $887,000.00. This may be increased by $130,000 per year increased subsidy, but even with this increase N.B. would have left only skme $586,000 for our current expenditure, an expenditure which last year required about $1,210,000.

The semi-annual report of the City of Vancouver shows an overdraft with the Bank of British North America, or which unsold bonds are in escrow. While this city has by no means exceeded its borrowing power, yet it is not willing to dispose of their bonds at present prices.

It is reported that the City of Fredericton, N.B. has disposed of forty or fifty thousand dollars bonds at a figure which will yield 4.10 per cent. These are a part of a re-issue at 4 per cent. of $70,000 bonds, bearing 5 per cent. interest, which became due a week ago. The price seems incredible, unless the bonds were sold to individuals who either did not know the state of the market, or else were afflicted with an ultra patriotic feeling for their home town.

Mr. Gundy of the firm of Wood, Gundy & Co., in an interview with the Post, said that investors are beginning to realize that when bonds will yield from 4¾ to 5 per cent. for a term of 20 or 30 years, they are a bargain. Some of the finest towns in Canada, such as Stratford, Berlin, St. Catharines, Port Arthur, Fort William and Brandon, all substantial, solid towns, have recently issued bonds to yield so good a rate as this.

Mr. A. P. Christmas, bond dealer, of Montreal, who is in Toronto this week told the Post that the bond market in Montreal was very dull and was likely to be for a long time.

An American correspondent of Aemilius Jarvis & Co. writes:

"With us there are decided indications of a gradual letting down of general business in the east, although there is still great activity in the west, which will probably continue until we approach still nearer our national election when I look for accumulating funds at the money centres, and a gradual improving demand for investment bonds. Our institutions have practically been out of the bond market for some time, and I shall be glad to have you advise me whether the same condition still prevails among the Canadian banks.

"Bonds are certainly cheap, and should be attractive at present prices, but the high grade dividend-paying stocks and short time notes seem to absorb investment funds. Occasionally a new bond issue makes its appearance in the market at a price that compels attention and speedy absorption, but for the most part the older issues purchased on lower bases, are still quiescent."

DETROIT UNITED.

The unfriendly policy of the Mayor of Detroit against the company does not apparently meet with the approval either of the city council or of the public. The company has won all along the line. The surplus for six months shows a trifling increase of $2,000, but the summer business will add very largely to it.

THE GREAT TRIAL.

The Interesting Evidence of Sir William Van Horne—The Steel Manager a Good Witness.

In the four days which have been occupied in the trial of the action of the Dominion Iron & Steel Company against the Dominion Coal Company for an amount which, if the Steel Company's claims were upheld, involves many millions, two witnesses have been examined. Sir William Van Horne was the first witness called by the plaintiff Steel Company, and his evidence was somewhat dramatic. It is said that the great railroad genius and financier does not make a good witness under cross-examination. He is quite prepared to say what is uppermost in his mind and his sincerity of expression is such that he does not calculate its effect. It cannot be said from the legal viewpoint that it has added greatly to the force of the claim. It has, however, corroborated the statement often made that there is much personal animosity involved in this conflict. As has been claimed by some of the peacemakers, it confirms the fact that some of the directors most to the fore have not a large stake in either company. Sir William's evidence is sure to make interesting reading. The following are passages from the cross-examination of Sir William by Mr. J. J. Ritchie, K.C., referring to the feeling in regard to Mr. James Ross, president of the Coal Company:

Q.—You have been on bad terms for years. You admit your being so?

A.—Nobody can say that it is not a fact.

Q.—Was it a real friendship before the superficial one?

A.—It was.

Q.—When did it change to superficial?

A.—Seven, eight or nine years ago.

Q.—That superficial friendship that you have has been maintained for nine years? Now then I put it to you, Sir William, tell me whether or not you cared that you did not get back?

A.—It was only to get a rise out of Mr. Ross.

Q.—But he did not rise?

A.—He did.

Q.—Did yuo report to the Steel Company?

A.—Mr. Dimock heard it all.

Q.—How much Steel have you got now?

A.—$100,000 in the Steel Company.

Q.—Common stock?

A.—Common stock and both classes of bonds.

Q.—$100,000 in common?

A.—I have not very much common stock.

Mr. F. P. Jones, the general manager of the Steel Company, whose evidence was most exhaustive, apparently made an admirable witness. It would not appear that the Coal counsel have been able to establish from his statements evidence of a substantial repudiation and abrogation of the contract. This is the crux of the suit. The other point which the Coal counsel will evidently endeavor to establish is that the coal was from the Phalen seam, under the contract, but hehe comes in the Steel Company's contention that the purpose for which the coal was bought was well-known and defined and that it was useless for that purpose within the knowledge of the vendors.

As in all wars, there is much money being wasted in fighting. The cost of this first trial will be about $100,000. Each subsequent appeal will involve an expenditure of from $25,000 to $50,000. It is difficult to see what object will in the end be accomplished.

BANK OF MONTREAL

(ESTABLISHED 1817)

Incorporated By Act of Parliament

Capital (all paid up), $14,400,000.00. Rest, $11,000,000.00. Undivided Profits, $422,689.98

HEAD OFFICE—MONTREAL

BOARD OF DIRECTORS

Rt. Hon. Lord Strathcona and Mount Royal, G.C.M.G., Honorary President; Hon. Sir George A. Drummond, K.C.M.G., President; E. S. Clouston, Esq., Vice-President; A. T. Paterson, Esq., R. B. Angus, Esq., E. B. Greenshields, Esq., James Ross, Esq., Hon. Robt. Mackay, Sir William C. Macdonald, R. G. Reid, Esq.

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H. V. Meredith, Assistant General Manager, and Manager at Montreal.

C. Sweeny, Superintendent of Branches, British Columbia. W. E. Stavert, Superintendent of Branches, Maritime Provinces.

F. J. Hunter, Inspector N. West and Br. Col. Branches. E. P. Winslow, Inspector Ontario Branches.

D. R. Clark, Inspector Maritime Provinces and Newfoundland Branches.

BRANCHES IN CANADA

Province of Ontario.—Alliston; Almonte; Aurora; Belleville; Bowmanville; Brantford; Brockville; Chatham; Collingwood; Cornwall; Deseronto; Eglinton; Fenelon Falls; Fort William; Goderich; Guelph; Hamilton; Hamilton, Sherman Ave.; Holstein; King City; Kingston; Lindsay; London; Millbrook; Mount Forest; Newmarket; Ottawa; Ottawa, Bank Street; Ottawa, Hull, P. Q.; Paris; Perth; Peterboro; Picton; Port Arthur; Port Hope; Queensville; Sarnia; Stratford; St. Marys; Sudbury; Toronto—Front Street, Yonge Street, Wellington Street, Queen Street, Richmond Street, Carlton Street; Trenton; Tweed; Wallaceburg; Warsaw; Waterford.

Province of Quebec—Buckingham; Cookshire; Danville; Fraserville: Grand Mere; Lake Megantic; Levis; Montreal—Head Office, Hochelaga, Papineau Avenue, Point St. Charles, Seigneurs Street, Ste. Anne de Bellevue, St. Henri, West End, Westmount; Quebec; Quebec, Upper Town, St. Roch's; Sawyerville.

Province of New Brunswick—Andover; Bathurst; Chatham; Edmunston; Fredericton; Grand Falls; Hartland; Moncton; Shediac; St. John; Woodstock.

Province of Nova Scotia—Amherst; Bridgewater; Canso; Glace Bay; Halifax; Halifax, North End; Lunenburg; Mahone Bay; Port Hood; Sydney; Wolfville; Yarmouth.

Northwest Provinces—Altona, Man.; Brandon, Man.; Calgary, Alta.; Edmonton, Alta.; Indian Head, Sask.; Lethbridge, Alta.; Oakville, Man.; Portage la Prairie, Man.; Raymond, Alta.; Regina, Sask.; Rosenfeld, Man.; Saskatoon, Sask.; Winnipeg, Man.; Winnipeg, Fort Rouge; Winnipeg, Logan Avenue.

Province of British Columbia—Armstrong; Chilliwack; Enderby; Greenwood; Kelowna; Nelson; New Denver; New Westminster; Nicola; Rossland; Summerland; Vancouver; Vancouver, Westminster Ave.; Vernon; Victoria.

IN NEWFOUNDLAND: ST. JOHN'S, Bank of Montreal. BIRCHY COVE, Bay of Islands, Bank of Montreal.

IN GREAT BRITAIN: LONDON, Bank of Montreal, 46-47 Threadneedle Street, E.C. (F. W. Taylor, Manager.)

IN THE UNITED STATES: NEW YORK (R. Y. Hebden, W. A. Bog, J. T. Molineux, Agents), 31 Pine Street. CHICAGO, Bank of Montreal (J. M. Greata, Manager). SPOKANE, Wash., Bank of Montreal

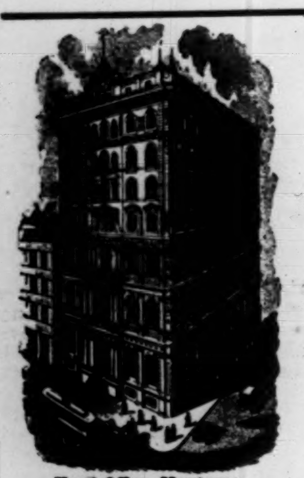
IN MEXICO: MEXICO, D.F. (T. S. C. Saunders, Manager.)

BANKERS IN GREAT BRITAIN

LONDON, The Bank of England.
" The Union of London and Smith's Bank, Ltd.
" The London and Westminster Bank, Ltd.
" The National Provincial Bank of Eng, Ltd.
LIVERPOOL, The Bank of Liverpool, Ltd.
SCOTLAND, The British Linen Company Bank, and Branches

BANKERS IN THE UNITED STATES

NEW YORK, The National City Bank.
" The Bank of New York, N.B.A.
" National Bank of Commerce of New York
BOSTON, The Merchants' National Bank.
BUFFALO, The Marine Natl. Bank, Buffalo
SAN FRANCISCO, The First National Bank.
" " The Anglo Californian Bank, Ltd.



Head Office, Montreal

THE MERCHANTS' BANK

OF CANADA

ESTABLISHED 1864

President—Sir H. Montagu Allan
Vice President—Jonathan Hodgson, Esq.
E. F. Hebden, General Manager

Capital Paid-up	**$6,000,000**
Reserve Fund and Undivided Profits	**4,034,256**
Total Assets	**53,000,000**

120 Branches and Agencies in Ontario Quebec, Manitoba, Saskatchewan, Alberta, and British Columbia.

A General Banking Business Transacted. Special attention given to collections

SAVINGS BANK DEPARTMENT AT ALL BRANCHES.

HEAD OFFICE, MONTREAL.

THE MOLSONS BANK

Capital paid up, $3,305,840
Reserve Fund, - 3,305,840

JAMES ELLIOT - General Manager
A. D. DURNFORD - Chief Inspector

61 BRANCHES THROUGHOUT CANADA

THE METROPOLITAN BANK

Capital Paid up - - - - -	**$1,000,000.00**
Reserve Fund and Undivided Profits -	**$1,183,713.23**

DIRECTORS:

S. J. MOORE, PRESIDENT. D. E. THOMSON, K.C., VICE-PRESIDENT.
HIS HONOR W. MORTIMER CLARK, K.C.
THOMAS BRADSHAW JOHN FIRSTBROOK JAMES RYRIE

Head Office: TORONTO

W. D. ROSS, GENERAL MANAGER.

GENERAL BANKING BUSINESS. SAVINGS DEPARTMENT AT ALL BRANCHES

BANQUE D'HOCHELAGA

Capital Authorized, $4,000,000

Capital paid up, $2,000 000 - Reserve Fund, $1,600,000

DIRECTORS:

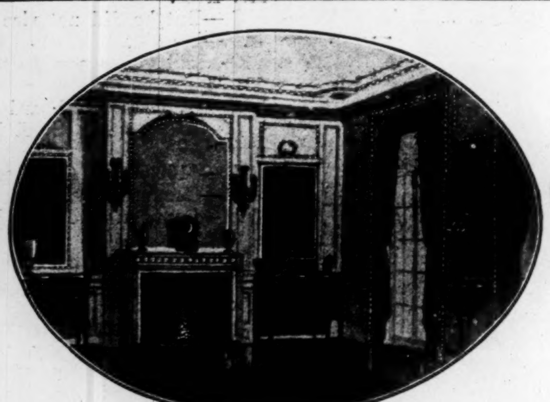
F. X. ST. CHARLES, ESQ. - - - President
ROBT. BICKERDIKE, ESQ., M.P. - - - Vice-President
HON. J. D. ROLLAND, ESQ. J. A. VAILLANCOURT, ESQ.
A. TURCOTTE, ESQ. E. H. LEMAY, ESQ. J. M. WILSON, ESQ.
J. A. PRENDERGAST, General Manager. C. A. GIROUX, Manager

HEAD OFFICE - - - MONTREAL

CITY BRANCHES—Mount Royal Avenue (corner St. Denis), St. Catherine Street East, St. Catherine Street Centre, Notre Dame Street West, Hochelaga, Maisonneuve, Point St. Charles, St. Henry, Town of St Louis

BRANCHES:—Berthierville, P.Q., Edmonton, Alta., Joliette, P.Q., Laprairie, P.Q., Louiseville, P.Q., Quebec, P.Q., Quebec, St. Roch, Sorel, P.Q., Sherbrooke, P.Q., St. Boniface, Man., St. Hyacinthe, P.Q., St. Jacques L'Achigan, P.Q., St. Jerome, P.Q., St. Pierre, Man., Three Rivers, P.Q., Valleyfield, P.Q., Vankleek Hill, Ont., Winnipeg, Man.

11 King W., Toronto



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ONE MAN'S WAY WITH GRAFTERS

XXX.

William Le Barron Jenny, the famous Chicago architect, who was the inventor of skeleton construction, and who died recently in Los Angeles, was a man of odd characteristics. He recognized human frailties, but seldom condemned the frail man.

Jenny despised worse than anything the grafter, and his manner of dealing with that type of man was effective. Architects have peculiar intimacy with graft because they constantly are running into contact with crooked contractors and builders, and too frequently architects disgrace their profession by dividing with dishonest contractors the fruits of robbery achieved through crooked bidding or favoritism.

Jenny never countenanced this way of doing business. One day, writes S. N. Hughes in the Chicago Tribune, Jenny was in his private office when a man who wanted to provide certain materials for a building then under construction same in and approached John Ewen, then a "cub" in Jenny's office, with a flagrant bribe offer. He offered Mr. Ewen $50 if his material was used.

Mr. Ewen was seized with an inspiration. Instead of throwing the man out of the office, he said: "Mr. Jenny always handles that end of the business. Go in and see him." Then he awaited the explosion.

The man innocently approached Mr. Jenny and made the proposition.

"Sit down a moment," said Jenny quietly. A moment later he looked up and said: "Young man, are you new in the business?"

"Yes, sir, I'm just starting. I want to get in right. My stuff is good, and I want a chance."

"Well," said Mr. Jenny, "there are two ways to do business. If you want to do the best kind of business, with the best firms, don't do as you have done to-day. I have no doubt that is the way to do business with some firms. If you are after that class of business that is the proper way to get it. But if you want the best business don't approach any one as you have me. I'll give you the contract at your figures. If you can afford to give me $50, you can afford to knock $50 off the price to the owner. Let's reduce your figures $50 and give the builder the benefit."

The man agreed. He learned his lesson well, and he did business with Mr. Jenny for years. When Mr. Jenny died this man testified that it was that one business lesson that made him realize that the only way to do business is to do it straight.

Another and severer lesson he administered to a big contractor downtown. This man was prominent socially, financially and in religious circles, and through Jenny he got the contract for a skyscraper downtown. One day, while the building was in course of construction, he entered Mr. Jenny's office and handed him a check.

"What's this for?" asked Mr. Jenny.

"It's the usual 10 per cent. of the payment—your share," he added, significantly.

Mr. Jenny took the check, chatted for a time with the man, and finally went out into the workroom.

"What's the amount of that contract?" he asked Mr. Mundie, his partner.

Mundie told him.

Jenny figured for a moment, muttered, "Yes, the amount is correct," and then retired to his private office and indorsed the check over to the owner of the building.

Nothing more was heard of the matter until the end of the month, when the crooked contractor received from his bank a check endorsed both by Mr. Jenny and the owner of the building.

There was nothing for him to do but to take his medicine. He appeared in Jenny's office, probably expecting to be flayed for his tactics but nothing of that sort happened. Mr. Jenny remarked:

"I am extremely glad to know that you can afford to make the lowest bid on a building, and give the owner 10 per cent. back and still make money on it, but don't you think it would be more business like just to subtract 10 per cent. from the total contract price and save all this red tape of sending the check to me and having me endorse it over to the owner?"

The contractor humbly admitted that it was.

There was not a word of condemnation or reproof and only a few who learned of it from the owner ever knew of the occurrence.

Mr. Jenny did not cast out that contractor, but continued to do business with him. And when Mr. Jenny built his own home he gave a contract for part of the material to this man—and the man skinned him.

COBALT'S FOUR MILLIONS.

Shipments to date Approximate That Sum—The July Showing.

The Cobalt output for July in spite of the strike reached the respectable total of 1,050 tons. The total production for the seven months to July 27 was 7,347 tons, of which varying estimates are made. Until all the figures are in official hands it will be difficult to approximate the values. The Coniagas ore for June averaged $188 per ton; the O'Brien ore for the first six months averaged $1,000 per ton. Half of the total output is what is called third grade ore, running around $80 per ton.

The Cobalt production in value for the first seven months is probably in the neighborhood of four million dollars. The boomsters who give larger estimates do not make allowance for the large quantity of low grade ore sent out and as $1,000 a ton is a high average for the first-class ore, it is difficult to see how the four million mark can be exceeded.

The shipments were for the

Week ending July 27

	lbs.
Coniagas	312,000
LaRose	80,000
Nipissing	60,975
Buffalo	60,000
Trethewey	50,000
	562,975

The shipments for the month of July and year to date are:

	July	Year to date.
Coniagas	1,178,390	4,079,020
Nipissing	226,695	2,784,577
O'Brien	....	2,224,381
Buffalo	240,000	1,284,300
Trethewey	50,000	1,145,718
LaRose	140,115	819,898
Silver Queen	87,000	476,148
Kerr Lake	....	249,000
Foster	52,000	272,350
McKinley-Darragh	80,000	220,000
Green Meehan	....	196,790
Hudson Bay	45,170	145,840
Cobalt Central	....	141,877
Cobalt Townsite	....	136,230
Right of Way	....	134,530
Colonial	....	74,250
University	....	61,385
Temiskaming	....	54,500
Red Rock	....	40,000
Drummond	....	44,090
Silver Leaf	43,518	43,518
Imperial	37,530	37,530
Nova Scotia	....	30,000
Total lbs.	2,100,418	14,695,932
Total tons	1,050.20	7,347.96

The shipments for the first six months of the year were:

	May. Lbs.	June. Lbs.
Coniagas	682,920	1,589,640
O'Brien	557,290	64,520
Nipissing	433,310	477,450
Trethewey	229,020	224,200
Buffalo	82,770	281,130
Hudson Bay	55,500	....
Temiskaming	54,500	....
Townsite	46,070	....
Silver Queen	44,000	124,580
Cobalt Central	40,000	....
Right of Way	1,400	129,330
La Rose	....	316,216
Kerr Lake	....	94,000
Colonial	....	40,000
Drummond	....	44,090
Foster	..	40,000
	2,226,780	3,425,156

	Jan.	Feb.
Nipissing	623,701	457,620
O'Brien	419,831	390,110
Buffalo	279,000	120,000
Trethewey		178,648
Coniagas	174,220	108,580
La Rose	123,500	175,067
Silver Queen	125,683	94,885
Green Meehan	61,210	68,380
Foster	43,600	56,750
Kerr Lake		75,000
Cobalt Central		66,957
University	61,385	
McKinley-Darragh	60,000	
Cobalt Townsite	47,160	
Nova Scotia		30,000
Total lbs.	2,019,290	1,821,997

	March.	April.
Nipissing	565,801	
O'Brien	403,470	389,160
Buffalo	241,400	40,000
Trethewey	296,440	167,410
Coniagas	127,920	217,350
La Rose	65,000	
Green-Meehan		67,200
Cobalt Central	34,920	-
Foster		
Kerr Lake		80,000
Cobalt Townsite	43,000	
McKinley-Darragh		
Red Rock	40,000	
Right of Way	3,800	
Totals lbs.	1,821,751	961,120

THE WEST IS LAND MAD.

A prominent Philadelphia railroad official, just returned from an extensive western trip, said that unless the crops turned out well, this country was going to run into one of the worst panics this fall that the financial community has ever experienced.

In speaking of his trip and observations, he said: "I went to the coast by the southwestern route and returned by the north and middle west routes. In my journey in eieher direction I moved be easy stages, stopping sufficiently long enough to make a quiet study of the financial, commercial and agricultural conditions of the principal sections. Briefly, I would say that I practically found the west guilty of the same extravagance as prevails in the east. The northwest is 'land crazy,' and I cannot see how a big smash is to be averted.

"All through the west and northwest money is loaning at 10 per cent., and the people are willing to pay it in order to get the funds, and everybody is gambling on a good crop, which, if realized, will get many out of an embarrasing tight place, and if not realized, I greatly fear the outcome.

"In this land boom in the northwest, particularly the Canadian northwest, the people seem to have lost their heads. Extravagant prices are commanded for small lots, all of which are bought on the instalment plan, with the first payment in the majority of cases made on borrowed money. In some of these transaction I completely failed to figure the slightest profit, even though prosperity be uninterrupted.

"As yet there is no sign of any business reaction, but from the talks I had with business men and local bankers, I easily discerned a feeling of caution. As I said before, everybody seems to be banking upon good crops, and I only hope these will be fully realized. They are all from two to three weeks late, but the fine weather of the last thirty days has done a wonderful lot of good."—Philadelphia Financial Bulletin.

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE, TORONTO ESTABLISHED 1867

B. E. WALKER, President.
ALEX. LAIRD, General Manager,
A. H. IRELAND, Superintendent of Branches

Paid-up Capital,	$10,000,000
Rest, - - - -	5,000,000
Total Assets, -	113,000,000

BOARD OF DIRECTORS:

B. E. Walker, Esq., President; Robert Kilgour, Esq., Vice-President
Hon. Geo. A. Cox, Matthew Leggat, Esq., James Crathern, Esq., John Hoskin, Esq., K.C., LL.D., Joseph W. Flavelle, Esq., A. Kingman, Esq., Hon. L. Melvin Jones, Frederic Nicholls, Esq., H. D. Warren, Esq., Hon. W. C. Edwards, Z. A. Lash, Esq., K. C., E. R. Wood, Esq.

New York Agency: 16 Exchange Place
Wm. Gray and H. B. Walker, Agents

Toronto Branch
M. Morris, Manager
C. Cambie, Asst. Manager

London (England) Branch: 2 Lombard Street, E.C.
S. Cameron Alexander, Manager

Branches in Every Province of Canada and in the United States and England.

This Bank transacts every description of Banking Business, including the issue of Letters of Credit and Drafts on Foreign Countries, and will negotiate or receive for collection bills on any place where there is a bank or banker.

BANKERS IN GREAT BRITAIN

The Bank of England; The Bank of Scotland; Lloyds Bank, Limited; The Union of London and Smiths Bank, Limited

The Dominion Bank

HEAD OFFICE - TORONTO, ONT.

Capital Paid-up	**$3,600,000**
Reserve Fund and Undivided Profits	**4,565,000**
Deposits by the Public	**35,000,000**
Total Assets	**50,000,000**

DIRECTORS.

E. B. OSLER, M.P., President. WILMOT D. MATTHEWS, Vice-President
A. W. AUSTIN, JAS. CARRUTHERS, J. J. FOY, K.C., M.L.A.
W. R. BROCK, R. J. CHRISTIE, A. M. NANTON,
CLARENCE A. BOGERT, General Manager. H. J. BETHUNE, Chief Inspector

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Agents in Great Bitain—The National Bank of Scotland, Limited, and its branches

Branches and Agents throughout Canada

Commercial and Travellers Letters of Credit issued available in all parts of the World

THE BANK OF TORONTO

Incorporated 1855

HEAD OFFICE, TORONTO, ONT.

Capital	**$4,000,000**
Rest	**4,500,000**
Assets	**37,000,000**

ACCOUNTS opened for firms, corporations and business men.

MONEY LOANED to responsible people.

LETTERS OF CREDIT issued for Travellers or for Importers, containing every facility for safe and convenient banking.

INTEREST paid on Savings Deposits.

EFFICIENCY and **SATISFACTORY SERVICE** will be found in every department of our business.

70 Branches in Ontario, Quebec and the West

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NEW YORK - - - National Bank of Commerce
CHICAGO - - - - First National Bank
LONDON, ENG. - London City and Midland Bank

THE BANK OF TORONTO

STERLING BANK OF CANADA

Notice is hereby given that a dividend of one and one-quarter per cent. (1¼%) for the quarterending 31st July instant, being, at the rate of 5% (5 per cent.) per annum, on the paid up Capital Stock of this Bank has been declared, and that the same will be payable at the Head Office and Branches of the Bank, on and after the 15th day of August next, to shareholders of record of July 31st. The Transfer Books will be closed from the 1st August to the 15th August, both days inclusive.

By order of the Board,

F. W. BROUGHALL
General Manager.

Toronto, 9th July, 1907.

Toronto Humane Society

103 Bay Street

President—Ven. Archdeacon Sweeny, D.D.
Hon. Treas.—Col. John I. Davidson.

Everyone is requested to report any case of cruelty promptly, so that it may be investigated.

TELEPHONE M. 1958

Contributions for the work earnestly requested.

Dora Speers, Secretary

United Empire Bank of Canada

"This Bank shows a steadily increasing patronage, due to its strength, conservatism and general policy. If you have in mind the opening of a new account, either savings or checking, we cordially invite you to become a depositor"

George R. Reid, General Manager

THE WALL STREET JOURNAL

Founded 1882

Largest Circulation of any Financial Paper in America $1 a month; $12 a year. DOW, JONES & Co., Publishers, 44 Broad St., NEW YORK, N. Y.

THE ROYAL BANK OF CANADA

INCORPORATED 1869

Capital paid up - - - $3,900,000
Reserves - - - $4,390,000
Total Assets - - $45,000,000

HEAD OFFICE - - - - MONTREAL

EDSON L. PEASE, General Manager

Seventy-nine Branches in Canada
Eight Agencies in Cuba
St. John's, Newfoundland
New York City

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SAVINGS DEPARTMENTS AT ALL BRANCHES
CORRESPONDENCE SOLICITED

MUNICIPAL AND CORPORATION

BONDS

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Toronto

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With Absolute Security & balances subject to cheque are the Attractive Conditions under which your Savings Account will be carried By THE UNION TRUST Co LIMITED

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CAPITAL $1,000,000 RESERVE $400,000

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THE BLOOM OFF THE BOOM

REAL ESTATE INACTIVE IN THE WEST.

Speculators Are Now in Difficulties—The Rains Came Too Late—Manitoba Will Produce Half a Crop—Wheat Being Shipped in Large Quantities—The Money Situation a Little Less Acute—The Rust in the Northwestern States.

Winnipeg, July 29.—The week that has passed can be considered favorable from the farmer's point of view. There have been some good rains in Manitoba which have made prospects look brighter. It must not be thought from this that there can be a good crop in this province. The rain came too late for that, but it means that there will probably be half a crop of wheat and that barley and oats which were sown later than wheat will give an average yield. In Saskatchewan the weather for the past week has been good. They have had warm days and not too much rain. It would be a misfortune if there should be much moisture in the western provinces from now on, for it is to be hoped that the straw will not be too long. Usually in Saskatchewan the growth is, if anything, too heavy so that the crops take too long to ripen. Last year there were acres and acres of wheat so heavy that they lay down on the ground and the farmers were only able to cut them one way. This of course made the work of harvesting much slower than where the farmer could cut both ways of the field. If the straw were as long this year the crop, having been planted so much later than last year, would never ripen.

Rain Not Wanted Now.

What would prove our salvation would be to have very little rain from now on. This would make a little lighter crop, but one that would mature faster. The wheat market during last week has reflected the improved prospects. Prices kept sagging until the last day, when the downward tendency was stopped by reports of black rust in the spring wheat states. This has made prices shoot up once more. There have been no reports of black rust in Northwest Canada as yet and we do not think there is much fear of it this year.

The Black Rust.

Three years ago when this blight did such damage in the States and when it spread over to our fields, its ravages were not nearly so bad here as south of the line. The weather up to date has not been such as to cause rust and we do not think we need add this to our other fears. If they get it in the States and we do not get it here it will, of course, be a good thing for Canada. It will make prices just so much higher for the Canadian farmers who may have good crops.

Shipments of grain from Fort William and Port Arthur have been quite heavy during the past two weeks. They have averaged about one and a half million bushels per week, which is much more than for the same period other years. Usually shipments drop off in July and August, but this year, owing to the car shortage and delay in moving last year's crop, there are still big stocks on hand which will keep shipments large right up till the rush of new wheat in October.

Money Situation Less Acute.

The money that has been received for this grain that has been shipped the past few weeks has put the local banks in better shape. We do not suppose that over Canada generally there has been much change in the monetary situation, but in Winnipeg a slightly easier feeling is perceptible. Not that money is easier to borrow, for the banks are refusing to make new loans and are still concentrating their efforts on taking care of old customers. But the banks which have chiefly to do with the grain accounts are not feeling so worried as they were some weeks ago. The elevator concerns have been able to ship out large quantities of wheat which has put the grain banks in a much better position.

Grain Spoiling in Elevators.

The situation of the elevator concerns to which we drew attention last week still continues. The railways have not furnished sufficient cars to ship out all their grain and large quantities are being spoiled in the elevators. The Canadian Pacific are not furnishing two hundred cars per day, while to relieve the companies properly, three hundred and fifty to four hundred daily are necessary.

The Strike Settled.

During the week the bricklayers' strike has been settled. As was prophesied in these columns, it has ended in the men giving way. They have gone back to work at the old wage, 55 cents an hour, though it is agreed that after January 1 next the rate shall be 60 cents. The rate of wages, however, was not the chief object of the strike. Numbers of the men were already getting 60 cents an hour. The real issue was whether the men should dictate to the contractors on various other matters. For instance they claimed that foremen should be made to belong to the unions or should not be employed. On this they have been beaten as the new agreement leaves the position of the foremen exactly where it was. The men thus lose on the wages question and on the question of the foremen being subject to union regulations. Two minor concessions have been made to them. They have secured a half holiday during the months of July and August and also they are in future to be paid in cash instead of by cheque. In the past the employers have paid them by cheque on Saturdays after the banks were closed so that the men claimed they were put to inconvenience to get their money before the following Monday. This is a concession which it is right they should get. In fact it would be a good thing if wages could be paid on Friday so as to avoid a great deal of Saturday night shopping.

The new agreement is to cover time until May 1909, but we must say we have not much hope that it will prevent troubles for that long period. Last autumn agreements were entered into which it was claimed would obviate all future difficulties by arbitration. As soon, however, as there was a difference, the men refused to arbitrate and this bricklayers' and stonemason's strike was the result. So we fear in the future if they see a chance to hold up the contractors this agreement will not prevent them nor will it stop the contractors from getting men at under 60 cents an hour should there be more men than there is work for. It is a pity that these disputes should not be arranged by arbitration without the loss entailed in a strike. The present one has done no one any good and has held back building through the most important period of the year.

Real Estate Inactive.

Real estate continues inactive and speculators in the west are having considerable difficulty in financing some of their deals. Second payments are coming due and in many cases there are no funds to meet them. This can only result in a decline of values which will be most severe in outlying property. We stated some time ago that people were foolish to buy building lots in the outskirts of the city and the present situation proves we were correct. This week has seen the failure of a firm which has been prominently connected with outside property. A year ago this same firm was supposed to have made a great deal of money through their operations and no doubt they had done very well on paper. It is a different thing, however, to realize, especially when in most of these transactions only a small cash payment is made, the balance being spread over a number of years.

MONTREAL STREET.

Figures for Nine Months Look Poor but for Year Will Show Excellently.

If the figures of the Montreal Street Railway for the nine months ending June 30th were taken as in proportion to the current three months the exhibit would not be one to justify the continuance of the ten per cent. dividend on the common stock of $9,000,000 in the future. The surplus available for dividends on the nine months' operation is $519,675. Last year, however, at the same period, the net earnings were only $826,592 and in the final three months of the year the company earned net $423,174, or more than one-third of the total net earnings for the year. On the same proportion the company's net for nine months of the current year being $909,289, its net for the twelve months will be close to $1,400,000. The payments to the city will approximate $230,000 leaving a balance of $1,170,000. As fixed charges are showing a slight reduction this year, they will not exceed $160,000, leaving $1,000,000 available for dividends. As on this year's capital the dividends will not absorb more than $750,000, there is a comfortable surplus. The revenue from the Montreal Park and Island Railway Company is not included in these figures, which are for the month of June and the nine months of 1906-07.

June.

	1907	1906	Increase. Amt.	Increase. P.C.
Passenger earnings	$318,047	$281,211	$36,836	13.10
Miscellaneous earnings	7,204	6 383	821	12.86
Total earnings	325,252	287,595	37,657	13.09
Operating expenses	175,030	152,834	22,106	14.52
Net earnings	150,221	134,760	15,461	11.47
Rent leased lines	339	......	339	.....
City percentage	27,638	22,215	5,423	24.42
Fixed charges	11,905	15,366	*3,461	*22.53
Contingent renewals	15,902	14,453	1.449	10.02
Total charges	55,785	52,034	3,751	7.21
Surplus	94,435	82,726	11,709	14.15
Expenses per cent. of car earnings	53.81	53.14	......	.67

*Decrease.

Nine Months to June 30.

	1907	1906	Increase. Amt.	Increase. P.C.
Passenger earnings	$2,448,433	$2,164,225	$284,209	13.13
Miscellaneous earnings	46,454	29,561	16,893	57.14
Total earnings	2,494,887	2,193,785	301,102	13.73
Operating expenses	1,585,598	1,367,193	218,405	15.97
Net earnings	909,289	826,592	82,697	10.00
Rent leased lines	2,039	......	2,039	.....
City percentage	139 056	114,771	24,284	21.15
Fixed charges	125,038	130,442	*5,404	* 4.14
Contingent renewals	123,479	73,794	49,685	67.33
Total charges	389,614	319,009	70,605	32.13
Surplus	519,675	507,584	12,091	2.37
Expenses per cent. of car earnings	63.55	62.32	......	1.23

*Decrease.

NORTHERN NAVIGATION.

The Great Improvement Made Under the Present Management.

In completion of our series on the navigations companies' issues, write Jaffray & Cassels, we give below a condensation of the reports of the Northern Navigation Co. for the last half-dozen years. The company operates lines of steamers from Lake Huron and Georgian Bay ports to Sault Ste. Marie and Fort William, and does a local traffic along the eastern and northern shores of Georgian Bay. The control of the company was changed after the unsatisfactory operations of 1903 and 1904. Under the new management, with Mr. H. C. Hammond as the capable and conservative president, the position of the company has steadily improved. The rate of operating expenses has been steadily reduced, while gross business has increased. The outlook for the company is a bright one, and with the completion of the Grand Trunk Pacific line from Port Arthur to Winnipeg and the west, a still larger business should result.

The company's reports show:

	Stock	Gross Earnings	Operating Rate	Net	Rate on Capital	Divd.	Rate	Surplus
1906	$840,000	$606,950	77.73	$135,073	16.07	$63,000	6&1¼	$42,099
1905	840,000	455,217	80.73	87,751	10.44	50,400	6	20,784
1904	840,000	421,890	89.71	43,400	5.16	0	0	19,808
1903	840,000	507,185	94.16	26,397	3.14	42,000	5	123
1902	840,000	532,301	83.17	88,519	10.53	69,773	10	15,725
1901	560,000	....	....	80,967	18.38	44,085	10	12,356

CHECK IT ALONG WITH YOU.

It is a very simple thing in ordering your camp supplies at Michie's to tell them to include a case of 50 pints of radnor water, and to tie a rope around it so that the railway companies can check it to your destination.

When you arrive, have a dozen bottles put on ice and thereby be sure of contracting no typhoid from contaminated wells.

BANK OF NOVA SCOTIA

INCORPORATED 1832

Capital - - - - $3,000,000
Reserve Fund - - - - $5,250,000

Head Office: HALIFAX, N.S. General Manager's Office TORONTO

A general banking business transacted

Savings Accounts opened by deposit of $1 or over. Interest added four times a year

FOR THE INFORMATION OF DEPOSITORS

This is the only Bank having its Head Office in Canada that submits its books and statements to examination by strictly independent auditor.

ESTABLISHED 1873

THE STANDARD BANK OF CANADA

Head Office, - - - - Toronto

BANKING IN ALL ITS BRANCHES

The accounts of Commercial, Manufacturing and Business firms solicited. Special attention given to the collection of notes and other commercial paper in all parts of the world.

Savings Bank Department in connection with all Branches

THE BANK OF OTTAWA

Head Office: Ottawa, Ont.

Capital, - - - - - - - $3,000,000
Rest and Undivided Profits, - - 3,236,513

Branches and Agents throughout the Dominion of Canada. Savings Department in connection with all Branches.

GEORGE BURN, General Manager

GET IN TOUCH WITH ME—

I specialize in UNUSUAL investment opportunities in solid industrial enterprises.

Just now I know of several things that offer a very rare chance to the man with a few hundreds—straight-out industrial investments of the kind only a few people hear of in time to buy shares at bed-rock prices. Write to me if you have any idle money that you might put to work on the right terms.

BENJAMIN BURLAND
FINANCIAL AGENT
303 Board of Trade Building, MONTREAL

ALFRED B. WILLIS

Mining Engineer

23 TORONTO STREET, TORONTO

THE RUBY SILVER MINING & DEVELOPING CO., LIMITED

Capital $500,000 Treasury $100,000

SHARES 50 cents.

Adjoins Green-Meehan and Red Rock properties in Bucke Township

Particulars on application

Hutchinson, Lloyd & Co., Room 24 Ottawa Bank Building, Montreal

5% DEBENTURES Issued in Sums of $100 and upwards

SPECIAL INVESTMENT. ABSOLUTELY SECURE.

ASSETS - - - $1,300,000

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W. PEMBERTON PAGE, Manager

We Contend That

The BUSY MAN'S MAGAZINE

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"I consider The Busy Man's Magazine the best I have yet come in contact with."
G. F. Haworth, Toronto
"It is the most interesting publication of its kind I have ever subscribed to."
B. T. Petch, Regina
"There is no better printed in the world to-day for busy men."
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"I am pleased to say that each number is becoming more valuable and interesting."
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Wm. Theburn, Almonte
"The articles in The Busy Man's Magazine are just what we want, short and so well written that a busy man can afford time to read them and feel benefitted for the short time given to each article."
Geo. H. Peters, Digby
"The Busy Man's Magazine meets with my idea of a magazine for one who does not have a great deal of spare time to devote to reading."

These are only a few of the many letters of appreciation which we receive. We do not want you to be guided solely by what our regular readers say. We want you to judge for yourself. Send us a post card, giving your address and we will send you a sample copy.

Bear in mind every timely, interesting, and instructive article appearing in any of the current magazines and periodicals appears also in the Busy Man's—a hundred magazines for the price of one. Write us to-day.

The Busy Man's Magazine, Toronto

THE FINANCIAL POST
OF CANADA

A weekly newspaper aiming to present to the public in a popular manner accurate information relating to the financial interests and legitimate investments of Twentieth Century Canada.

No paid advertising will be inserted in the reading columns unless marked "Advertisement" excepting in he case of Official reports of annual or other meetings of corporations.

The acceptance and insertion of an advertisement shall in no way be taken as an indication of the approval of the editoral department ; the latter shall be free to comment or criticize, if necessary, as their study of the situation demands.

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Published by the

FINANCIAL POST COMPANY,

Publication Office : 10 Front St. East, Toronto.
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President, - - - John Bayne MacLean
Managing Editor, - - - Stewart Houston

Toronto, August 3, 1907.

ANOTHER EXPOSURE.

The Canada Consolidated Cobalt Company, which has been figuring so largely in London through the unauthorized use of names of Canadian directors, is issuing a statement confirming the repudiation of the action of the London promoters. How far the stock-jobbing games would have continued if The Financial Post had not intervened it would have been difficult to say. This journal believes that very considerable service can be done to legitimate Canadian undertakings by the exposure of all which are illegitimate and this is not the first balloon that has been punctured by the action of The Fnancial Post.

THE TRUSTS AGAIN.

Following up its attack upon the tobacco trust, the United States Government has applied to the U.S. Circuit Court for the District of Delaware for the appointment of receivers for the Du Pont de Nemours Powder Company and other twenty-six companies, which are alleged to constitute a trust within the meaning of the Sherman Anti-trust Act. This attack upon the powder trust seems to have been caused by the alleged fact that the corporations concerned were charging the Government 69 cents a pound for smokeless powder, which the opponents of the trust allege can be made for 35 cents. It appears from the petition that the trust was really organized so far back as 1872, and that its constituent members entered into successive agreements in 1886, 1891, 1896, and 1903. The petition alleges that the trust commands 95 per cent. of the business in powder.

Besides the tobacco and the powder trusts, there are now under investigation by the Federal Government, the Standard Oil Company, and the Sugar Refining Company, as well as the Harriman and the soft coal railroads. The U.S. Government has thus now on its hands a good many "trust bursting" experiments; and the state governments and the municipalities are following suit. These prosecutions are naturally undertaken sometimes from political motives and are sometimes forced upon the public authorities by persons who in one way or another have been put at a disadvantage by the trusts, and who adopt this method of revenging themselves. It is very easy to realize that a great amount of injustice might be committed by practical invitations to execute private vengeance in this way. If corporations are to be suppressed and forced into liquidation merely because they are successful and the unsuccessful corporations are to be let alone, one inevitable result will follow, viz., the concealment of resources and concealment of the extent to which business is being done.

In seeking additional capital if a company were to state that it controlled 51 per cent. of the trade in the community it maunfactured, it would forthwith run risk of prosecution on the ground that it held a monopoly. The Boston News Bureau quoted the other day a saying of a New York banker which was very apt:

"According to the federal authorities many of the industrial combinations are operating in restraint of trade. How is it that with all the restraint the Government alleges to have discovered that trade has been so marvelous in every line of industry in the United States in the past years? What would happen if there was no restraint of trade?"

One very evident factor in the situation is the extreme difficulty of discovering what the total trade in any commodity is. In spite of the elaborate character of the census returns of the United States, they really shed very little light upon this point. Fear of prosecution probably prevents full disclosure to the census officials in some cases, in other cases fear of giving information to rivals may prevent full disclosure; but the fact remains that the returns are filled with discrepancies and that anyone who attempts to discover the relation of a given amount of production to the total production of any commodity by a comparison of the individual reports of the companies concerned with the gross figures as given by the census returns, has a very disappointing task before him. Until very much more accurate data are available than is the case at present, proof of restraint of trade must rest upon vague and indefinite statements by interested parties. It is not unlikely, therefore, that most of the trust prosecutions will fail and the only result of them will be a political result—partly positive and partly negative to those who have promoted them.

THE TELEPHONE AND TELEGRAPH IN GREAT BRITAIN.

The attitude of the municipalities in Great Britain to the telephone system has almost from the beginning been most obstructive. In several of the large towns, extension and improvement was rendered almost impossible by the refusal of the town councils to allow wires to be laid underground. The avowed intention in some cases was to prepare the way for municipal telephony. A few towns did install systems, but these have now almost all been taken over by the post office, after an unfortunate experience in every case.

The post office acquired the trunk lines in 1896, and in 1911 it comes into possession of the whole of the telephone system which is now concentrated in the hands of the National Telephone Company. The consolidation was effected at the instance of the Government, in order to facilitate the ultimate transfer. The total cost cannot as yet be fully ascertained, the agreement between the Government and the company providing for the extension of lines as required and the purchase by the Government of all lines in use on the termination of the lease in 1911. What the amount will be, which will fall to be paid in 1911, no one can as yet prophecy. All estimates have already been exceeded. As is well known, this policy was forced on the Government in consequence of the serious invasion by the telephone upon the telegraph, and the consequent heavy losses upon the telegraph system. During the last five years, the telegraph business has resulted in an average net loss of about $730,000 a year, after deducting all expenditure on capital account from the total expenditure. This is, however, exclusive of the interest upon stock created for the purchase of the telegraphs, which amounts to about $1,400,000 a year. Addition of this amount makes the total net loss $2,130,000 a year. This, however, still excludes interest upon the capital invested in the telegraphs since the purchase, as well as interest upon the accumulated deficits of past years. If interest upon this capital were added, the total amount of annual loss, which has in the main, been steadily increasing, would amount to not less than $4,000,000 a year.

Thus in order to prevent the telegraphs from becoming an excessive burden upon the post office revenue, it seemed to be necessary to control the telephones. It is possible to protect the total revenue from the two services, either by increasing the telegraph rates or by reorganizing the telephone rate charge in such a way as to yield an increased revenue. The uniform six-penny telegraph rate for twelve words, which was adopted in a moment of optimistic enthusiasm is too well established to be disturbed, and unremunerative as it is, it seems destined to remain. The telephone rates are, however, to be revised. In spite of the opposition of the municipalities the flat rate is to be practically abolished, or made so high as to be, to all intents and purposes, prohibitory, and a necessary rate substituted. No doubt this will be fairer to the service, but it will in the case of a large exchange, be enormously complicated, and will, undoubtedly constitute an additional tax to the large users. The small users will benefit to a certain extent, though the fact that every message must be paid for will undoubtedly tend to restrict the use of the telephone. After all the agitation which has taken place in Great Britain about the telephone largely in consequence of the refusal of the municipalities to grant way even to the post office, the results are increased charges and a less flexible system. The post office, the results are increased charges not for the purpose of developing the system, but for the purpose of restricting the loss upon the combined telephone and telegraph services to as low a point as may be. No more conclusive evidence of the disadvantages of public ownership exists than is to be found in the history of the telegraph and telephone services in Great Britain. Technical competence has not been wanting; but it has been impossible to satisfy the demands of the public conveyed through pressure in Parliament and at the same time conduct the business on an economical basis.

EDUCATION AND BUSINESS.

Young men about to enter upon a business career are too prone to undervalue the advantages to be derived from being well posted in even the more rudimentary elements of education. It is just here that the defects of the elective system of education, more especially in the lower schools, are suggested. Too many young men and boys have been allowed to choose their own course in the matter of primary education. Because they disliked such subjects as mathematics they were allowed to drop them and the consequence was that when they contemplated entering a business institution and commenced to take up book-keeping and expert penmanship they found themselves totally incapable of prosecuting their studies because they were lacking in the fundamentals. They could not add quickly or correctly, could not multiply, divide or subtract, without making serious mistakes, and worse than all, were unable to write a tolerably legible hand.

A little later, when the necessity of keeping their bread buttered presented itself they were forced to commence at the lowest rung of the commercial ladder and make up in experience what they lacked in knowledge of the theoretical side of the business.

Of late years to obviate the necessity of subjecting the more sensible of beginners to an insignificant beginning, trade schools have been established, at which the ambitious young man wishing to make his rise in the business as rapid as possible may attend at night and improve his opportunity at the hour when the thriftless and ambitionless are frittering away invaluable time at the theatre or some other centre of amusement. When we see young men making their way to the night school after, perhaps, a laborious day, in the earnest endeavor to improve their present circumstances so ruthlessly but undeliberately disfigured in their public school days, we can, with positive certainty, predict success for them in the future. The fact is that a large majority of the merchant princes of our time have not been the subject of destiny's partiality, but have had to lay with care and labor their own foundations for future success. They are the self-made men.

THE MEXICAN RAILWAY.

The recent bull movement in Mexican Rails, as previously noted, has been due rather to expectations of an important announcement with regard to the Mexican Government policy than to the actual traffic position of this particular company. The railway has made remarkable progress of late years, and its earnings for the current period continue to show satisfactorily, but, even so, they only suggest that 2 to 2½ per cent. is being eraned on the ordinary stock now quoted at 48. With regard to the Government's policy, Mr. Percy F. Martin states "upon the most unquestionable authority" that the State has no intention of acquiring the Mexican Railway, and that no overtures, official or unofficial, have been made. He points out that the Government's idea in obtaining a controlling interest in the Central, National, and other companies was mainly to check the aggrandizement of American holdings in the country, which suggested eventually the subjugation of Mexico to her neighbor. In estimating dividend prospect of Mexican ordinary, the big outlays decided upon for new bridges and other renewals should not be overlooked.

NOTES.

As an example of how dividend increases affect a stock, Union Pacific, which did not increase its dividend on Thursday, gained on Friday three points above the low of the previous day. Southern Pacific was also stronger. If these shares could be sold ex-Harriman they would have a good rise even in these dull days.

The actual production of wheat in the Canadian Northwest last year was placed by the Department of the Interior last October at 90,824,141 bushels. The secretary of the Northwest Grain Dealers' Association in June this year placed the crop of last year at 92,352,000 bushels. This year the Northwest will do well if it produces 60,000,000 bushels of wheat.

TWIN CITY.

June Increases Show a Falling off, But July and August Expected to be Big

Earnings of the Twin City Rapid Transit Co. for June did not increase so largely as those for the previous month and consequently the increases in earnings for the six months ended June 30 does not show up so well as the increase for the five months ended May 31. June gross increased 9.52 per cent, and June net 4.80 per cent., the increase in operation having been 15.41 per cent.

The earnings for the six months ended June 30, 1907, as compared with those for the corresponding period for 1906, with the percentage increases, and also the details of operation follow:

	1907	1906	Increase.
Total earnings	$2,848,614	$2,554,608	11.51
Maintenance of way	93,678	79,822	17.36
Maintenance of equipment	135,148	121,578	11.16
Operation of plants	251,013	217,135	15.60
Car service	632,655	554,140	14.17
General expense	171,483	136,156	25.95
Legal expenses	9,290	11,499	*19.22
Injuries and damages	79,875	70,050	14.03
Insurance	15,750	12,200	29.10
Insurance, sinking fund	8,250	11,800	*30.08
Total operating expenses	1,397,141	1,214,382	15.05
Net earnings	1,451,472	1,340,226	8.30
Charges	586,316	555,016	5.64
Surplus before divs.	865,156	785,210	10.18

* Decrease.

It is expected that the earnings of the company for July and August will show large increases because of the resort business.

New York Stock Exchange.

Range of Prices for Week Ending Aug. 2nd.

—	Closing July 26	Open. July 27	High.	Low.	Last.
Amalg. Copper Co.	90⅝	91¼	90¾	83¾	85
Am. Car & Foundry	43⅞	43½	43⅞	42⅛	43
Am. Locomotive Co.	59¼	59¼	59¼	56	57
Am. Smelt. & Ref.	118¼	118	118¼	110¾	113⅜
Am. Sugar Ref. Co.	122¾	122¾	122¾	120½	121
Am. Tobacco Co., pf.	......	......	86½	86	86½
Am. Woolen Co.	26⅝	26⅝	27	26½	26¾
Anaconda Cop. Min.	58	58	58	53	54⅛
At., Top. & S.F.	94¾	94¾	94¾	91⅛	92¼
Atlantic Coast Line	97	97½	97½	94¼	94¼
Baltimore & Ohio	99	98⅝	99	97	97¼
Brook. Rapid Transit	59	59¼	59¼	56	57¼
Canadian Pacific	176	175⅝	177¼	174½	175¾
Chesapeake & Ohio	35¾	35⅜	36⅛	35¼	35⅝
Chi., Great Western	11¼	11¼	11¼	11¼	11⅛
Chi., Mil. & St. Paul	135½	135¼	135⅝	131⅛	133
C., C., C. & St. Louis	68⅞	68⅞	66	66	66
Chi. & Northwestern	150	150	151½	147⅜	147⅜
Colorado Fuel & Iron	33	33	33⅛	29¼	30¼
Colorado & Southern	26½	26⅜	27¼	26	26¼
Consolidated Gas	120	120	121⅛	117	117
Delaware & Hudson	172	172	172	167½	168
Den. & Rio Grande	27⅞	27⅞	29¼	27¼	28⅜
Dul., S.S. & At.	11¼	11¼	11½	11½	11⅛
Erie	23⅞	23½	24⅛	23¾	23¾
Erie, 2d pf.	41	42	42	41	41
General Electric	139¼	139	139¾	136¾	136¾
Great Northern, pf.	137	136	137¼	131	133
Illinois Central	144½	144	145¼	144	144
Interb.-Metropolitan	16¾	16¼	15½	14	14
Internat. Paper Co.	14½	14½	14½	14½	14½
Louisville & Nash.	114	114	114⅛	111¾	112
Mackay Companies	69	79⅛	69⅛	68	68
Mackay Companies, pf.	66¼	66¼	66⅝	66⅝	66⅝
Mexican Central, pf.	21½	21¼	21	20	20¼
Minn. & St. Louis	41⅞	41¾	41¾	40¾	41¾
M., St. P. & S.S.M.	107	107	106¾	104	104
M., St. P. & S.S.M., pf.	138	138	138	136	136
Mo., Kan. & Texas	37½	37½	40⅛	37½	39¼
Missouri Pacific	76¾	76¼	77	73⅜	74¼
New York Central	112⅜	112⅜	113¼	110¼	111¼
N.Y., Ont. & Western	36	36	36½	33⅜	33⅜
Norfolk & Western	75½	75½	76	74	74½
Northern Pacific	135½	135½	136½	130	132¼
Pennsylvania R.R.	123⅜	123⅜	124	121⅛	122¼
People's Gas, Chi.	91⅛	92⅜	91¼	89½	90⅜
Pullman Company	162¾	162⅜	162⅛	162¼	162⅜
Railway Steel Spring	42½	42½	42½	41½	41½
Reading	106⅜	106¼	107½	101½	103⅜
Rep. Iron & Steel	28¼	28¼	29	26¾	26¾
Rock Island Co.	22½	22⅛	22½	21⅛	21¼
Rock Island, pf.	47½	47¾	47¾	46	47½
St. Louis Southwestern	19¾	19¾	21½	20	20
Sloss-Shef. Steel & Iron	57	57	56¾	55	55
Southern Pacific	90	90⅜	91⅜	88	89¾
South. Railway	19½	19¾	20	18¼	18¼
Texas & Pacific	30	30⅜	32	29½	29¼
Union Pacific	146½	146	146½	141	143½
U.S. Rubber	36½	36	36	34¼	34¼
U.S. Steel	37½	37½	37⅞	34⅞	35¼
U.S. Steel, pf.	100⅜	100⅜	100⅞	100⅛	100¼
Wabash	15¾	15¾	13¾	13½	13¼
Western Union Tel.	79	79	78	78	78
Wisconsin Central, pf.	40	40	40½	40½	40⅝

Railroad and Street Railway Earnings

Gross Earnings

—	Week ending	1907.	1906.		Changes.	From date mentioned to the last week for which earnings have been reported. Date.	1907.	1906.		Changes.
Canadian Northern	July 31	......	......		......	......	......	......		......
Canadian Pacific	July 31	......	......		......	......	......	......		......
Duluth, S.S. & Atlantic	July 21	......	......		......	......	......	......		......
Grand Trunk System	July 31	......	......		......	......	......	......		......
Minn., St. P. & S.S.M. (Soo)	July 21	......	......		......	......	......	......		......
Detroit United	July 14	139,217 00	124,328 00	+	14,889 00	Jan. 1	3,387,197 00	3,016,546 00	+	370,651 00
Halifax Electric Tram.	July 21	4,799 52	3,609 17	+	1,190 35	......	......	......		......
Montreal St. Ry.	July 27	71,533 05	64,613 53		6,919 52	......	......	......		......
Toledo Railways System	July 21	......	......		......	......	......	......		......
Toronto Railway Co.	July 21	67,006 59	61,669 72	+	5,336 87	Jan. 1	1,779,899 05	1,600,344 94		179,554 11
Twin City	July 14	126,065 00	110,322 00		15,743 00	Jan. 1	3,091,962 00	2,773,847 00		318,115 00

Net Earnings

—	JUNE 1907	JUNE 1906		Changes	Six months. 1907	Six months. 1906		Changes
Detroit United System.								
Gross	598,937 00	551,305 00	+	47,632 00	3,095,364 00	2,756,153 00	+	339,211 00
Expenses and Taxes	344,428 00	323,457 00	+	20,971 00	1,946,142 00	1,678,069 00	+	268,073 00
Net	254,509 00	227,848 00	+	26,661 00	1,149,222 00	1,078,084 00	+	71,138 00
Other Income	4,664 00	3,632 00	+	10,032 00	27,337 00	21,724 00	+	5,613 00
Total Charges	259,173 00	231,480 00	+	27,693 00	1,176,559 00	1,099,808 00	+	76,751 00
Charges	116,968 00	105,296 00	+	11,672 00	679,003 00	604,743 00	+	74,260 00
Surplus	142,205 00	126,184 00	+	16,021 00	497,556 00	495,065 00	+	2,491 00
Northern Ohio Traction & Light.								
Gross	182,241 00	159,733 00	+	22,508 00	849,255 00	751,938 00	+	97,317 00
Expenses	100,807 00	92,152 00	+	8,655 00	513,403 00	479,480 00	+	33,923 00
Net	81,434 00	67,581 00	+	13,853 00	335,852 00	272,458 00	+	63,394 00
Charges	43,549 00	40,018 00		3,531 00	252,736 00	240,358 00	+	12,378 00
Surplus	37,885 00	27,563 00	+	10,322 00	83,116 00	31,100 00	+	51,016 00
Twin City Lines.								
Gross	530,740 76	484,590 27	+	46,150 49	2,848,614 24	2,554,608 65	+	294,005 59
Operating Expenses	248,769 18	215,543 99	+	33,225 19	1,397,141 88	1,214,382 29	+	182,759 59
Net	281,971 58	269,046 28	+	12,925 30	1,451,472 37	1,340,226 36	+	111,246 00
Deductions	115,141 65	110,591 66	+	4,549 99	691,316 66	660,016 68	+	31,299 98
Surplus	166,829 93	158,454 62	+	8,375 31	760,155 70	680,209 68	+	70,945 62
Canadian Northern Railway.					Twelve Months.			
Gross	963,100 00	612,100 00	+	351,000 00	7,493,100 00	5,563,100 00	+	1,930,000 00
Expenses	630,200 00	398,700 00	+	231,500 00	5,375,100 00	3,651,400 00	+	1,723,700 00
Net	332,900 00	213,400 00	+	119,500 00	2,118,000 00	1,911,700 00	+	206,300 00
Canadian Pacific.								
Gross	6,817,712 41	5,477,348 63	+	1,340,363 78	72,217,527 64	61,669,758 16	+	10,547,769 48
Working Expenses	4,402,606 13	3,539,298 87	+	863,307 26	46,914,218 83	38,696,445 58	+	8,217,773 30
Net	2,415,106 28	1,938,049 76	+	477,056 52	25,303,308 81	22,973,312 63	+	2,329,996 18

IMPERIAL BANK of Canada

DIVIDEND NO. 68.

Notice is hereby given that a DIVIDEND at the rate of 11 per cent. (11%) per annum upon the Paid-up Capital Stock of this Institution has been declared for the quarter ending 31st July, 1907, and that the same will be payable at the Head Office and Branches on and after THURSDAY, the 1st of August next.

The Transfer Books will be closed from the 19th to the 31st July, both days inclusive.

By order of the Board,

D. R. WILKIE,
General Manager,

Toronto, Ont., 26th June 1907.

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In 1906 great indications of coming development marked conditions along the west coast of Vancouver Island, with its resources in fish, cedar, fir, hemlock and valuable minerals.—Canadian Annual Review.

The C.P.R. Dividend

IS NOW A SUBJECT OF MUCH DISCUSSION.

Its Good Year—Operating Expenses Increase Slightly in Spite of the Terrible Winter—The Traffic Earnings are About 14 per cent. on Common—The Question of a Dividend Increase—The Equity in the Soo Line.

The C.P.R's. prospect of an increase in dividends is now being considered by the London and New York financial journals. It may be stated with considerable authority, that the attitude of the executive is absolutely against a further increase this year. How far they can fail to recognize that capital now requires higher rates than heretofore is another point. By the autumn it may be indubitably shown that interest rates all around are advancing, and even in the face of an insistent demand, no advance may be made.

In a review of the road's year, the Wall street journal says:—The statement of earnings of the Canadian Pacific for twelve months surpasses all expectations of the results for the fiscal year. Gross earnings increased $10,500,000 or more than 17 per cent., and net earnings increased $2,329,000, or more than 10 per cent. Operating expenses absorbed 64 per cent. of gross receipts, as compared with 62 per cent. in the previous fiscal year. Considering the fact that this road made these increases in its earnings, notwithstanding one of the worst winters it has had since it has been constructed, the result must be considered very surprising.

It is fair to estimate that the surplus available for common stock dividends after the payment of all charges and preferred dividends, exceeds $17,000,000, and is equal to a round 14 per cent. on the $121,680,000 common stock outstanding.

Furthermore, there is an item which may be estimated at $1,000,000, representing the interest on deferred payments. From this is paid the extra dividend on Canadian Pacific common. In fact, $1,000,000 may be considered a conservative estimate. Probably the report will show some few thousands in excess of this.

Still further, there is an equity concealed in the other income account because of the undistributed earnings of the Minneapolis, St. Paul & Sault Ste. Marie Railway,—which amounts to another $1,000,000.

Both these items should be considered as common stock earnings. They represent real cash. The point is they are credited to their accounts. They swell the total divisible equity for the common stock of the Canadian Pacific to more than $19,000,000 or about 15.6 per cent. on Canadian Pacific common.

The income account in comparison with last year is estimated as follows:

	1907	1906
Gross	$72,217,527	$61,669,758
Operating Ex	46,914,219	38,696,445
P. C. of gross	64	62
Net	$25,303,308	$22,973,313
Other income	1,969,447	1,969,447
Total income	$27,272,755	$24,942,760
Charges	8,500,000	8,350,545
Surplus	$18,772,755	$16,592,215
Preferred Div	1,750,000	1,660,133
For common	$17,022,755	$14,932,082
Earned on $121,680	14 per cent.	12½ per cent.

It is probable that this surplus is shown after adequate allowances for repairs, maintenance, renewals, depreciations, etc. And it is also probable that there is some equity concealed in the operating account which might be carried down to surplus.

But it would hardly be conservative to figure on such a situation in view of the fact that the operating ratio of the road shows but a comparatively small advance over a year ago, and also because of the fact that the Canadian Pacific has had to pay more for its labor and materials, just as have our American roads.

Of course the important equity of the Canadian Pacific outside of its railroad operations is in its land holdings. The Canadian Pacific has received in land grants about 32,000,000 acres, of which 6,793,014 acres were disposed of to the Dominion Government twenty years ago. About 12,000,000 acres have been sold to the public, and about 13,000,000 acres remain unsold. Out of the proceeds of these land sales, the entire land grant mortgage of the company has been liquidated, and there was a surplus last June amounting to $16,382,000 in the form of deferred payments, which bear interest at the rate of 6 per cent. per annum. This deferred item should swell year by year for many years to come, and it is probable that the interest on these deferred payments in the year just closed amounted to well over $1,000,000.

Figuring the "Soo" equity at $1,000,000, a conservative estimate of the equity for the Canadian Pacific may be made at 15 per cent. as below:

Indicated surplus as above	$17,022,755
Interest on deferred payment account land sales	1,000,000
Concealed in other income	1,000,000
Total	$19,022,755

On $121,680,000 common...15.6 per cent.

This is an excellent showing, and it gives some credibility to the reports which have been circulated during the past few days, accompanied by strength in Canadian Pacific shares, that there is a possibility of an increase in the distribution to the holders of Canadian Pacific common. It would be entirely consistent with the English idea, which prevails in some respects in the operation of the Canadian Pacific, but in view of the fact that the road has undertaken a great deal of new construction in the past year or two, and has added heavily to its mileage, there is some doubt as to whether any action will be taken. Yet Canadian Pacific common might very well pay a straight 7 per cent. per annum on its stock, and in addition pay to its stockholders one per cent. per annum from the interest on its deferred payment surplus.

THE WINNIPEG ELECTRIC.

New Stock will Cost Only $66 2-3—A Very Attractive Melon.

The particulars of the new issue of Winnipeg Electric Railway Company are to hand. The shareholders are in receipt of a very substantial melon. As indicated in The Financial Post, they secure the new stock at much better than par. The new issue is $1,500,000 par value and existing shareholders will receive one share for every three on payment of $66.66 per share, spread over six monthly payments of $10 from 15th September to 15th February, and a final payment in March of $6.66. This makes $1,000,000 of new capital and the balance of $500,000 to make up the par value is taken from the profit and loss surplus which at the end of last year amounted to $761,538. As the stock is now quoted around 167, the rights are extremely valuable to the shareholders of record on Aug. 31. At the market price the rights are worth $27 per share.

The directors evidently realized that the issue must be made attractive in view of the present condition of the money and stock markets.

MORE LATIN-AMERICANS.

The New York Times says that the syndicate of New York and Canadian capitalists, including Sir William Van Horne and William Lanman Bull, which for some time has been engaged in traction and harbor improvement undertakings in Brazil, has laid plans, it was reported yesterday, to extend its operations to steam railroad undertakings. The syndicate is said to have under consideration the construction, all told, of 2,000 miles of railway in Brazil, and to connect and extend existing lines. The ultimate purpose is said to be to connect Rio de Janeiro with Montevideo, the capital of Uruguay. Among the railroads said to have been acquired already by the sydicate are the Sao Paulo and Rio Grande Railroad and Sorocabana Railway. The latter was constructed by the State of Sao Paulo, and has been leased by the American syndicate, which is understood to have agreed to assume the $19,000,000 of 5 per cent. bonds issued by the state to cover the cost of the railroad. Part of the contract with the state is said to be an undertaking on the part of the syndicate to share in raising a coffee valorization loan.

BANK CLEARINGS

For the first time since the beginning of the year bank clearings throughout the country begin to show signs of a cessation in trade activity. At a number of interior points commercial business is not so brisk. If there is going to be a reaction this is the first week that it has been reflected in the bank clearings as a whole.

Week ending Aug. 1.

	1907	1906
Montreal	$27,584,458	$27,877,460
Toronto	20,220,119	21,425.262
Winnipeg	10,501,179	9,725,502
Vancouver	3,822,733	2,197,995
Ottawa	2,543,527	2,719,254
Quebec	1,753,891	1,731,945
Halifax	1,844,565	1,659,116
Hamilton	1,566,082	1,689,194
St. John	1,312,512	1,263,281
London	1,156,564	1,026,820
Victoria	772,991	600,630
Calgary	1,342,080	1,042,391
Edmonton	874,185	

The Canadian Bank of Commerce

Dividend No. 82.

Notice is hereby given that a dividend of two per cent. upon the capital stock of this institution has been declared for the three months ending 31st August next, and that the same will be payable at the Bank and its branches on and after Tuesday, the third day of September, next.

The transfer books will be closed from the 19th to 31st August, both days inclusive.

By order of the Board.

ALEX. LAIRD,
General Manager.

Toronto, 23rd July, 1907.

THE SOVEREIGN BANK of Canada

Notice is hereby given that a dividend of one and one-half per cent. (1½ p.c.) for the current quarter, being at the rate of six per cent. (6 p.c.) per annum on the Capital Stock of this Bank (to be reduced to Three Million Dollars) has been declared, and that the same will be payable on such reduced capital at the Head Office and at the Branches on and after Friday, the 16th day of August next.

The transfer books will be closed from the 1st to the 15th August, both days inclusive.

By order of the Board,

F. G. JEMMETT,
General Manager.

Toronto, July 2nd, 1907.

BANK OF MONTREAL

Notice is hereby given that a Dividend of Two and one-Half per cent. upon the paid up Capital Stock of this Institution has been declared for the current Quarter, and that the same will be payable at its Banking House in this city, and at its Branches, on and after Tuesday, the Third Day of September next, to Shareholders of record of 16th August.

By order of the Board,

E. S. CLOUSTON,
General Manager.

Montreal, 19th July, 1907.

NOTICE

Is hereby given that the Title and Trust Company on the 19th day of July, 1907, received a license (Number 229) for the transaction in Canada of the business of Title Insurance.

JOHN J. GIBSON,
General Manager,
The Title and Trust Company.

Dated at Toronto July 23rd, 1907. 29-30

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The offering of 5 per cent. 30-year gold bonds of the Port Rico Railways Co., Limited, at 92½, with 50 per cent. stock bonus, closes next Saturday, subscriptions having been received in good quantity from Canada, England and the United States.

The Company has a Canadian charter, and is controlled by Canadians, with an experienced directorate and capable management. Its electric railway and electric lighting business has been in successful operation for years. Completion of construction work now under way will greatly increase its present large earnings.

Net earnings for the first six months of 1907 were $66,715.23, being an increase of $21,684.57 or 48 per cent. over the same period last year.

We recommend the investment as safe and likely to prove very profitable.

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FARTHER NORTH

THE IRON HORSE IS SPEEDING TO THE ARCTIC CIRCLE.

A Road From Winnipeg to Dawson—Said to be a Hill Project—The Lines to Hudson Bay—Activity in Railroad Building Likely to Continue.

The following article is from the Technical World Magazine. The suggestion that the Northern Pacific (it would more likely be the Great Northern) contemplates a railroad from Winnipeg to Dawson is news to most people. The Canadian Northern has Dawson on its construction map for future use. It is already building up to Athabasca Landing.

There never was so much and so ambitious railway enterprise in the northwest as there is at this moment. Five thousand miles of road are under contract between the Great Lakes and the Rockies, on the Canadian side of the border. This represents the activity of four great railway systems already in operation or fully organized. Smaller and more local undertakings are in project in the same territory by a number of embryo companies, and some daring schemes are shaping also in the far north, toward the Arctic Circle. The largest single enterprise now under way by any railroad interests in America is the building of the Grand Trunk Pacific right across Canada. A new transcontinental highway that will add 3,600 miles to a nation's railway mileage means brain and brawn. The eastern section of this road—that is, the half east of Winnipeg, which is being constructed as a national road by the Canadian Government—will cost $30,000 a mile. Nine hundred miles of this section are now under contract. Track-laying is already under way in the section between Winnipeg and Edmonton, and 1907 harvest freight will be moved over it to meet the lake boats at Port Arthur. In terms of human interest the building of this prairie section means 100 new town to be begun within a year.

Terminnus of the Great Undertaking.

The mountain section, west of Edmonton was until only a few months ago a puzzle. The situation of a terminus will be the point now definitely selected at Kaien Island, somewhat to the south and about half way between Vancouver and Skagway. The work of building a town, which will be the great new port of the north, and to which the name of Prince Rupert has been given, has already begun. The road is under contract to build across British Columbia in four years. But the Yellowhead is the objective point of two other roads now building across the prairies. The race which the Grand Trunk Pacific won by reaching the point first was with the Canadian Northern, whose line is already built and running between the head of the lakes and Edmonton. It is aiming at the coast and has filed plans for a route through the Rockies. At the eastern end of this future system a line from Toronto to Sudbury, in Northern Ontario, is built, and there lacks only the link between that point and Port Arthur to give a third road covering more than half the continent.

Hudson's Bay Bought Out.

The prairie of the last frontier is being gridironed west and north and northwest by railroad lines that, as soon as the last spike is driven, will bring in people and take out wheat. It is the taking out of the wheat, the problem of transportation of future harvest, that has given rise to numerous propositions of railway undertakings in another direction—towards Hudson Bay. A company was incorporated at the last session of Parliament with power to build from Edmonton to Fort Churchill, on Hudson Bay, a distance of 1,000 miles. The Canadian Northern is known to have similar ambitions and, in fact, has a section of road already under construction that looks like the beginning of a Hudson Bay branch. The Manitoba Government is entertaining plans to finance a road to the Bay from Winnipeg. Surveys have been made for a line from James Bay, the southern inlet of Hudson Bay, to Chicago, chiefly as a fish-carrying road.

North, Still Farther North.

But the path of steel is reaching farther still. The Athabasca Railway Company is a new name that will in time be seen on northbound freight cars. A charter has been given for 500 miles of road from Edmonton to Fort Smith, on the Slave River, and the chances are that construction straight into the heart of the northland will not be long delayed. Yet farther north, in the upper left-hand corner of the continent, is the line of a railway that runs from Skagway, an Alaskan seaport, to Whitehorse, in Canada's Yukon country. The distance is 110 miles, over which trains have been running regularly since July, 1900, and for two-thirds of that distance the road was the most costly to build in America.

Dawson to Winnipeg and Vancouver.

Diagonally across the northwest, cutting the great new land on the bias, will go a line now under project, whose ambitious purpose is to connect Dawson and Winnipeg. Survey parties have been quietly at work, and a goodly portion of the total 1,700 miles is said to be already routed. Such a line, traversing the northern prairies, the Peace River district, and the Yukon mining country, would hold a unique place among the railroads of the continent. The interests behind this project have been kept somewhat secret, but it is believed that they are American and associated with the Northern Pacific. Another road to the Yukon has filed its plans with the Canadian Railway Commission, involving a straight-north route along the coast from Vancouver to Dawson.

After Alaskan Copper Deposits.

For a year past survey work has been under way on two roads from the southwestern coast of Alaska to the copper district of the interior. One was being financed by London capitalists, representing the same interests as those behind the White Pass and Yukon Railway, and the other by the Guggenheims and J. P. Morgan. The two routes were such as would closely parallel each other and while entailing immense double expense would open up practically the same country. The promoters have therefore consolidated, under Guggenheim control, and one road is now to be built instead of two. It will probably run from Catella, a seaport with good terminal facilities, into the heart of the White River copper country and, possibly, into the Canadian Yukon.

Then on Across Behring Strait.

One more railway enterprise comes from the top corner of the continent, and it exceeds them all in spectacular bigness and daring. It goes by the name of the Trans-Alaska-Siberia Railway, a phrasing that at once explains its route and indicates the immensity of its undertaking. In the first week of the present year a survey party, with dog teams drawing their supplies, left Dawson for White River, and a fortnight later began the initial work of mapping out a railway route. The general route is followed along the White River and down the Tanana valley, picking up the incidental traffic of the existing mining camps and heading toward Bering Strait. The plan of the men behind this project is to establish a route from Alaska to Siberia, across the strait and to build an extension connecting with the great Russian system. If the project ever gets so far, the American, Canadian, and Russian Governments will be called upon to lend a hand. It is a bold scheme, but whether the Siberian end of it is ever carried out or not, it is practically certain that some portion of the Alaskan section will be built shortly, opening up a mining region of unknown riches and another great section to settler and trader.

Bank Notes

Mr. George McKee, late manager of the Bank of Commerce at Woodstock, has resigned to enter the service of the Sovereign Bank. He has been appointed manager of the latter bank at Aylmer.

The National Produce is Chicago's latest bank. It has a capital of $200,000 and a surplus of $50,000. The bank will devote special attention to the business of commission merchants and the packing houses.

In pursuance of its policy of retrenchment, the Sovereign Bank has closed its branch at Stratford, the business being transferred to the Traders Bank.

Mr. John Molson, who died at the age of 88 in Montreal on July 27th grew up with the Molsons Bank. His uncle, William Molson, was the founder of the institution in 1853, for two years operated as a private bank, it was incorporated as a chartered institution in 1855 with William Molson as president and John Molson as vice-president. On the death of his uncle he became the second president and was succeeded by Mr. Thomas Workman. The Molsons have continued to be prominently identified with the bank. To-day Wm. Molson Macpherson, whose mother was a Miss Molson, is president, and H. Markland Molson is a director.

The Canadian Bank of Commerce has opened a branch at Creston, B.C., with Mr. P. B. Fowler as manager.

La Banque d'Hochelaga has opened this week a branch at Verdun, P.Q.

The Capital and Counties Bank reports for the twelve months ended June. The accounts show a gross profit increase of £60,200, but expenses rose £18,900, so that the net gain was £41,300. That gain was further improved to £43,500 by an increase of £2,200 in the amount brought forward. The 18 per cent. dividend for the whole of 1906-7 was the same as for the previous year, but the interim distribution at that rate required £4,000 more. Last year the directors wrote down the book value of investments by £130,000, of which £30,000 was provided from profits and £100,000 from reserve. Investment values are now further written down by £100,000, all of which is taken from profits. On the other hand, no appropriations are now made to reduction of the cost of premises, or to officers' superannuation, which absorbed £15,000 and £10,000 respectively last year. Thus the balance carried forward is £5,500 less than the amount brought in.

Mr. H. V. F. Jones, who is one of the joint agents of the Canadian Bank of Commerce in London, is on a visit to Canada. He will spend a little time in the northwest. The greatly increasing interest in Canadian affairs in London renders it advisable for progressive Canadian bankers there to keep in close touch with the actual developments of their native country.

BANK OF ENGLAND.

The rate of discount of the Bank of England was unchanged at 4 per cent. A year ago it was 3½ per cent. Two years ago it was 2½ per cent. The statement of the bank shows the proportion of reserves to liabilities 46.74 per cent., compared with 47.16 per cent. last week, 47.41 last year, and 47.45 two years ago. The loss of .42 per cent. this week, compares with a loss of .71 per cent. last year, and a loss of 1.22 per cent. two years ago. The statement shows:

		Decrease.
Reserve	£24,730,000	£1,182,000
Circulation	29,922,000	*572,000
Bullion	37,509,496	61,147
Other securities	21,523,000	255,000
Public deposits	......	562,000
Other deposits	30,560,239	2,600,000
Notes reserve	23,038,000	1,186,000
Gov't securities	16,122,000	501,000

*Increase.

STOCK EXCHANGE HOLIDAY.

The Toronto Stock Exchange will be closed to-day (Saturday), Aug. 3rd and Monday, the civic holiday. The London Stock Exchange also celebrates the August bank holiday by closing on these two days.

Loans to Directors

AN OUT-OF-DATE COLUMN IN BANK REPORTS.

Modern Ramifications have Reduced its Significance — In Canadian Banking Practice there has been Little Abuse of the Situation—A Bank Director's Necessarily Large Interests.

In the forms for the monthly report of the chartered banks to the Minister of Finance one of the headings generally agreed upon as being out-of-date is the following: "Aggregate amount of loans to directors and firms of which they are partners." In requiring the individual banks to furnish this information, for publication in the Government bank statement, the intention is, of course, to have them show how much each one has loaned or advanced to its directors and to concerns in which they are interested, or to put it boldly, to have them show the extent of the transactions in which the directors have acted in the dual capacity of borrower and lender.

In the old days the heading may have sufficed to bring this out with tolerable accuracy. But it is quite certain that it no longer does so. With the advent of the large incorporated industrials and mercantile companies, the ramifications of credit have become more intricate. A very large part of the country's general business is now conducted by companies trading on capital secured through public issues of stocks and bonds. To ensure their successful flotation and to invest them with the requisite credit, it was necessary that the most important of them should have men of prominence and of known worth as directors. And it has naturally followed that a comparatively small number of men have interests and directorships in the leading banks and in the leading industrials and other corporations as well. As an illustration of how this fact complicated the situation it is only necessary to take the case of the Dominion Iron and Steel Co.

According to the last issue of Houston's Annual Financial Review the directors are represented as follows on various bank boards: One sits on the Bank of Montreal board, three on the Bank of Commerce, while the Imperial and Royal Banks claim one each. Now all these six bank directors are interested in the Dominion Iorn and Steel Co. They are interested in its stock issues, in its debts, no matter how contracted, whether through issues of bonds to the public or through banking advances. Strictly speaking, when a director of the Steel Company sits also on a bank board he becomes involved in the dual capacity whenever his bank makes a direct loan to the company, whenever it purchases any of its obligations (bills payable or bonds) and whenever it loans money on the company's stocks or bonds. This latter would drag in all call loans to brokers and others on Dominion Iron common or preferred stock, and bonds, made by the four banks mentioned.

It only needs a glance at the names on the various bank boards to see that if each bank was strictly compelled to show the whole extent of its advances to its directors, and to firms and corporations in which they have an interest, and of its purchases of or advances on securities of corporations in which its directors are interested, the figures of the column in the Government statement would be enormously swelled. And yet all these would have to be shown before the column could show what it was intended originally to show.

It would be quite easy nowadays for a dominant director or dominant set of directors on a bank board to effect a very large loan of their bank's money to a concern in which they were deeply interested, and not have to show it all in the column "loans to directors or their firms." The bank could buy the concern's bonds, "the transaction being an investment in railway and other bonds;" it could make a loan to some convenient auxiliary company on the concern's stock or bonds, or it could do the business in several other ways. These would be, of course, merely evasions. The transaction should rightly be shown as one in which a director or directors filled the dual capacity.

It should not be supposed, however, that the general run of loans by the banks to their directors are open to question. As a rule, the directors are careful of their good names, and, in their dealings with the banks, scrupulously avoid taking any position that would call for explanation or defence. One of the ablest and most experienced of Canadian general managers used to complain at annual meetings that his directors borrowed so little from their own bank. He said he wished they would borrow more.

The most of the directors of the old-established banks are experienced and successful business men, the paper they have to offer being of the very best class. Some of them pay higher rates of discount at their own banks than do some other customers at small country branches. In a number of instances the firms with which they are connected do not discount at all, but carry on their operations with their own capital.

Canada's banking annals present but few instances of banks being wrecked through successive loans to directors or their firms. Of the seven failures in the last twenty years, one only, that of the Banque Ville Marie, showed this kind of abuse of trust by board officials. That supplies pretty good evidence as to the cleanliness of present-day practice.

But for all that, the publication of the figures showing the extent of the dealings between banks and borrowers in whom their directors are interested provides a valuable check against abuses creeping in. On general principles, it is not advisable to have the form of bank statement frequently amended, but it would not take much of a change to make the column, "Loans to directors" express more nearly what it was intended to express. The following table shows the growth of these loans as compared with the growth of total assets since the end of 1903, as shown by the monthly bank statements:

	Loans to Directors and their firms.	Total assets.
1903		
31 Dec.	$10,878,573	$663,145,534
1904		
30 June ...	10,642,121	694,303,415
31 Dec.	9,688,611	729,915,962
1905		
30 June ...	8,708,649	757,988,531
31 Dec.	8,639,244	815,533,302
1906		
30 June ...	8,924,270	861,602,330
31 Dec.	10,241,344	954,192,546
1907		
30 June ...	11,432,629	958,342,255

The course of the figures show the need of an amendment to the form of the heading "Loans to directors and firms of which they are partners" is not comprehensive enough to take in the complicated deals of the present day.

H. M. P. ECKARDT.

THE NIPISSING DROP.

Its Decline was only Natural to the Time.

This week's drop in Nipissing to $8 is not mysterious and one need not have recourse to the imagination for its explanation. After the great flutter in Nipissing took place last autumn when the stock soared to $34 on the false statement that the Guggenheims had bought control at $25 a share, when, in fact they had merely an option. When the Guggenheims in good faith decided to lose over a million dollars rather than involve themselves and their friends in what appeared to them a risky undertaking at the price asked, the shares dropped in December to 10. The property at that time had not realized all the glowing statements that Mr. John Hays Hammond had made. In fact, it was looking rather lean last November. Several veins showed signs of giving out as has frequently happened in Cobalt. Later, with further development, the values were recovered and the price of shares improved somewhat. During the great stock market slump they held tolerably steady. As a matter of fact, after the Guggenhein balloon had burst, and that fictitious valuation removed Nipissing has not experienced any of the depreciation which has affected nearly every other security of any description. Its price a week ago was on a parity with its price early in the year before the universal slump. With all Cobalt stocks going lower into the dumps, Nipissing was bound to sympathize and the slowness in shipments in April, when no ore went out, and in May when there was only one carload followed by the difficulties entailed by the strike made some Nipissing holders still more weary. Forced sales of the shares reduced the price to the stop-order level of $10. As there was no one who felt it necessary to support the stock and as money is now a dearth, the price sagged two points lower. The results from the June shipments were satisfactory in spite of any statements to the contrary. If there is any permanency in Cobalt at all and all those who ought to know believe there is, Nipissing is extremely cheap at $8 or $10 a share. If any mine in Cobalt is worth $1,000,000, and there are several which have much more in sight, Nipissing should be worth $10,000,000, the present market value of the property. Out of 846 acres, equivalent to 21 times the ordinary acreage of a mine, it has partially prospected only 110 acres, and has exposed 86 veins that show ore of a size to warrant mining. It has seven veins that continue to show value with depth and are constant producers. It has a total of cash and ore of $775,000.

The quarterly dividend absorbed on July 20th $180,000, leaving nearly $600,000 available. Recently on the borders of Coniagas and Trethewey they have exposed veins that look like producers. It has territory approximate to most of the large shippers. The president states that there is over $1,000,000 of ore in sight.

Mr. W. Hamilton Fisher, one of the Foster directors who has had some mining experience, sent a most optimistic report on recent developments. Its tenor may be gathered from the following extracts:

"Our No. 5 vein is being worked from the surface down, and also underground at the 70-ft. level. A report made on veins 5 and 6 at this time would bear an entirely different complexion from any heretofore made. Every new blasting and every new exploration reveals a wealth of rich ore-bearing mineral which it was impossible to forecast, and there is no reason to believe that there are not ahead of us a continued series of similar most welcome disappointments.

Mr. John McDonald, recently appointed managing superintendent, has had wide experience in Cobalt. I dare not repeat his optimistic predictions, nor his expressions of present values—to him there is nothing in camp to approach Foster. He is enthusiastic for the property and its future, and all I can say is that every ounce of ore will be produced quickly and at a minimum of cost."

The Buffalo mines of Cobalt has issued its annual report for the year ending May 1st. The ore shipments were $213,984, other income bringing the total up to $216,813. The expenses were $103,707, the next profit $113,105, dividends $81,000, surplus $32,000. Ten drills are now working and the 50-ton concentrating plant is expected to be in operation by Oct. 1st. A favorable future is predicted by the president, owing to increased shipments, new veins, and the enlarged equipment.

The Burlington Bonds

PRESENT SOME DIFFICULTIES IN FINANCING.

The Two Great Hill Roads—The Melon Talk About Northern Pacific—Will the Joint Bonds Be Shifted—The Money Market Not Ready for Any Large Transaction—An Interesting Discussion of a Difficult Situation.

There is always a "melon" in prospect in relation to the Northern Pacific and Great Northern. As soon as the stock market becomes active the usual stories of prospective new distributions to the shareholders in the two Hill roads come into currency. How the much exploited melon of the Great Northern ore lands distribution became a lemon is now a matter of history. It is a fact that the insiders were all at sea on the market effect and what was expected to send Great Northern shares to four hundred left them in the net result at just half that figure.

The story has been current that Northern Pacific is shortly to come in for certain advantages. The situation, however, of the Burlington bonds present a number of difficulties which are discussed by The Financial World of New York.

The Chicago, Burlington & Quincy Railroad is one of the most important western railways. In the year 1901 Mr. Hill, who had secured control of the Northern Pacific, got the impression that Mr. Harriman had an eye on that road. He hastened to spoil Harriman's plans, and made to the shareholders of the Burlington, which paid at that time 7 per cent., the proposition to give them for each $100 share two $100 4 per cent. bonds, or $200, and to have this anual income of 8 per cent. guaranteed jointly by the Great Northern and the Northern Pacific Railroad, to which the owners of $107,611,000 stock out of the entire capital stock of $110,839,100 of the Burlington consented. The owners of $3,227,100 Burlington stock declined the proposition, and are hanging on to their stock, on which they receive 7 per cent., while those who consented have received 4 per cent. collateral bonds, which brings them 8 per cent. The Great Northern issued $107,612,600 C. B & Q. 4 per cent. bonds and the Northern Pacific $107,613,000. As the Burlington Railroad runs from Chicago to Billings, Montana, and parallels the Northern Pacific for some length, it is the belief that the Northern Pacific will have to part with its share in the control of the Burlington. This feeling is evidently the basis of the deal rumors, which claim that the Great Northern will have to take over the Northern Pacific holdings in order to avoid legal entanglements. An investigation of the Hill roads will take place in a few months, and speculative circles assume that Mr. Hill will soon have to make haste to divorce the Northern Pacific from its share in the control of the Burlington. No plan has been worked out, but it is felt that if the Northern Pacific gives up its Burlington shares it will have to receive cash for it, and, as it may not need it, will distribute it among its shareholders. The Northern Pacific has the right to call in at 105 the bonds, for which the Burlington stock forms the collateral, any year on the first of July or January. This can be done January 1st, 1908. But it will take over $107,000,000 to pay these off. Where can the money be raised for that payment under prevailing monetary conditions? Both the Northern Pacific and the Great Northern have only recently raised new millions under difficulties, and will hardly be able to raise new millions so soon. But something about which even Mr. Hill may not have yet formed even a preliminary plan will have to be done, and this is which will have for weeks to come an effect on the Hill stocks and make them again the subject of wild fluctuations.

Another feature of the deal is that neither the Northern Pacific nor the Great Northern can issue bonds that will have precedence over the joint Burlington bonds as long as these joint bonds are in existence. This explains why neither of these railroads have issued bonds to raise new money, and had to issue new stock. A financial writer comments on this important feature, which makes a satisfactory solution of the Burlington deal quite complicated, as follows:

The Great Northern and Northern Pacific jointly covenanted with the Burlington not to issue any bonds or adopt any form of financing by which a prior lien to the Burlington joint fours could be made, or in which the Burlington bonds were not included. Inasmuch as there are approximately $222,400,000 par value of these bonds authorized and outstanding, any plan involving the usual cheap form of bond financing by either the Great Northern or Northern Pacific would have to include or provide for the inclusion of the Burlington issue. The saddlings of the Burlington upon the two Hill roads was, therefore, a greater weight than the managers of the two roads had anticipated when it came in later years, to provide for the financing of improvements and extensions. In the light of recent developments it can be stated that the indenture effectively prevented any form of financing by the Hill roads but that of issuing stock.

Having noticed the reasons why the Hill management is anxious to annul the onerous terms of the Burlington deal, in order to leave a free hand to finance cheaply with either the Northern Pacific, Great Northern or Burlington, the question is naturally asked, How will the contract be undone? Wall Street has heard and has read the glib comment that the Great Northern will buy out Northern Pacific's interest in the Burlington stock pledged against the collateral bond issue and distribute the Burlington stock to the Great Northern stockholders.

No one has stopped to consider in this fanciful plan these questions: Where do the bondholders stand in this arrangement? Have they nothing to say? Will they consent to an abrogation of the Northern Pacific's guaranty without objection?

It is likely that some day when the bond and money markets are in better shape a plan to unravel the tangle of the Burlington will be evolved. The transaction at present would involve the calling of more than $200,000,000 of bonds at 105 and replacing these securities by exchange or otherwise in a bond market congested and overloaded. Where favorable features of the transaction are in the scheme it is rather difficult to discern, except that it would free the hands of the Great Northern and Northern Pacific.

GOVERNMENT AND RAILWAYS

The Popular Furore in the United States.

Specially written for The Financial Post.

The cardinal point for the investor in U.S. railways to consider in reference to the present furore against them, is what is to be the effect of it upon the value of the properties. The answer is not easy to find; but certain considerations may be offered. Public regulation does not necessarily mean either confiscation or depreciation of value. Public regulation must, however, be efficient and honest. In the United States, local legislatures and the local public functionaries have not as a rule a good reputation. Regulation by them would almost certainly be very unequal in its incidence. Intensification of control by individual states would in many cases mean a great amount of venality on the part, both of railway companies and of public servants. If the conditions involved a choice between destruction of the value of the railway property in the States and the bribing of a public official, there is little doubt what the outcome would be. If public regulation is to be extended at all, there is a general agreement that it ought to be in the hands of the Federal Government. Although the Federal Government leaves much to be desired, it is, nevertheless, more honest and more efficient than the State Governments.

The next question is what amount of regulation is likely to be undertaken by the Federal Government. This may have to be determined by a preliminary settlement of the respective areas of jurisdiction of the Federal and the State Governments. The feeling of "state rights" is very strong and encroachment upon their jurisdiction is jealously guarded. There is probably looming up a conflict between the Federal and State Governments on this point and this conflict would have to work itself out before the railway question was decisively settled. Meanwhile, of course, there will be innumerable suits and much costly legal procedure.

Should the Federal Government decide to adopt the recommendation of the Interstate Commerce Commission in the Harriman report and endeavor to prevent a railway company from holding stock in another possibly otherwise competing line, there is, of course, the very serious question, of how the railroads presently holding such stock could disburden themselves of it without heavy loss. It is true that in the Northern Securities case, this was done without loss; but would the same thing happen again? The operation would inevitably result in a considerable redistribution of holdings if it had any effect at all, and this redistribution might not be effected easily. The obvious expedient of a nominal without any real sale would no doubt be carried out, but in that case the advantage of the agitation and legislation would not be apparent. It would really matter very little whether the stock of lines subsidiary to the Southern Pacific, for example, was held by that railway as a whole or by Mr. Harriman and his friends as individuals. The marrow of the business seems to be that no matter what legislation is passed, the difficulties in the way of altering the existing state of affairs materially, are almost insuperable. The railway business has been a natural growth, so has consolidation and to go back to the old idea of competing parallel lines is an economic impossibility. Every restrictive act of legislature has, however, this effect: that it renders it more and more difficult to obtain fresh capital. Opinions may differ about the scrupulousness of some of Mr. Harriman's meetings, but the fact remains that he has made the Southern Pacific. He brought it out of its difficulties and established it firmly. He may have been overpaid for the service; but the service itself was worth paying for.

A few years ago nearly all the railways in the United States were in the hands of receivers. They have been rescued from that unfortunate position by the energies of a few men. Contemporaneously every part of the United States has been vivified by the railway systems. The immense movement of commodities of the past few years could not have been carried out unless the railways had been run energetically. Business must shrink and the railways must pass again into incompetent hands if the furore against the men who have made them goes on indefinitely. This is, however, unlikely to happen. Views have a way of changing; and a new furore may at any moment take possession of the public mind and cause the politicians to execute strategic movements. In any case the railway system is after all too big a machine to be stopped or even seriously menaced by legislators. For this reason it seems reasonable to conclude that, although the attacks upon the railroads by the Federal and State Governments are troublesome and inconvenient, the amount of damage they can possibly do to the value of the properties is very limited.

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MUNICIPAL TRAMWAYS

TWO INTERESTING BUT OPPOSING REPORTS.

On Civic Operation of Tractions in Great Britain — Forty British Cities Show a Loss on Operation—How the London C. C. Cooked its Accounts—Inadequate Mileage — Low Rates of Fare for Short Distances.

Two opposing reports on municipal operation of British tramways have been handed in by two members of the National Civic Federation Commission of the U.S., which has been making an exhaustive inquiry into public ownership. Mr. William J. Clark, of New York, general manager of the foreign department of the General Electric Co., finds municipal operation on the whole unsatisfactory, while Prof. Parsons, of Boston, who has been an advocate of municipal ownership, finds in favor of it. Mr. Clark's report is more statistical that Professor Parsons'.

He estimates that the British municipalities and local governments enjoy a total of possible financial benefits from tramway operations of about $8,679,176, but that American traction enterprises and their stockholders pay a total of $43,054,433, constituting a government revenue more than $34,000,000 per year greater than the return to the state from similar traction systems in Great Britain. The writer here takes up what he terms the inaccuracies of British municipal accounting. According to the Parliamentary report on tramways for 1906 the allowance for depreciation on the municipally owned tramways of the United Kingdom was 1.83 per cent. It is Mr. Clark's contention that every practical man realizes that at least 5 per cent. should be allowed for depreciation and if this had been done it would have meant a reduction of $5,565,963 in the $8,679,176 shown as the returns to the local and municipal governments of the United Kingdom from tramways, leaving net only $3,113,213. Evidence that serious risks exist from municipal enterprises is found in the fact that 40 British cities, according to the Parliamentary returns for 1906, show direct loss from operation of tramways, or an actual deficit when sinking fund payments and reserves for depreciation are considered.

The British municipalities omit from the capital account of their tramways large sums which should be charged thereto and cause these expenditures to be "unjustly carried into the general accounts of the cities." At a meeting of the London County Council, held Oct. 16, 1906, it was ascertained that $5,200,000 had been expended by the common council on account of the tramways, but that only $1,850,000 had been charged to the tramway capital account. "At the discussion following this expose," says Mr. Clark, "Capt. Swinton, a prominent member, brought out the fact that since the council had entered the tramway field, the expenses of the general office had amounted to about $6,000,000, of which only $40,000 had been charged to the tramway accounts, and stated that, in his opinion, on this feature alone, the council's tramway undertaking owed the people of London at least $2,500,000. This is a larger sum than has been shown as the net earnings of the properties even by the juggled accounts of the London County Council. It is almost needless to remark that if, in all of the accounts of the municipal tramways of the United Kingdom, their operating expenses have been favored as greatly as the expense of general funds as has been shown to be the practice of the London common council, then all their boasts of economical operation must disappear and deficits appear in place of apparent profits from operation."

It is well to note in this connection that the policy pursued in the United Kingdom must necessarily result in low rates of fares. If, in such cities as New York, Philadelphia, Chicago and St. Louis, we were to cut down the miles of track to correspond to the conditions prevailing in such cities as London, Glasgow, Manchester and Liverpool we would find that there would be only about 21 per cent. of the present track, and furthermore, that this comparatively small and inadequate trackage would be, for the most part, confined to densely populated districts. If American street railway systems were cut down as indicated, the fares could be very materially reduced. The permissible length of the ride would be materially reduced and the company would be operating the most profitable lines only, while those which are at present run with little profit and in some cases even at a loss, would not be embarrassing and handicapping the company as they are to-day.

A point of great advantage in American street railways, according to Mr. Clark is that they are operated on the average 18 hours per day, with all night service in the larger cities, while in Great Britain the average is 15 hours, and there is no all night service.

Prof. Parsons calls attention to the rapid progress in municipal operation of street railways in Great Britain. From 1894 to 1906 the number of municipal systems rose from three to 123. The marked success of municipalization in Leeds and Glasgow, he sets forth, gave the movement irresistible momentum, and in 1906 all the principal cities of the United Kingdom had municipal operation of their tramways except Dublin, Bristol, Norwich and Edinburgh. The principal reasons for the municipalization of British tramways, according to Professor Parsons, have been poor service by the companies; their ill-treatment of employees; their refusal to assent to the adoption of electric traction, extension to suburban districts, and other vital improvements; the constant difficulty experienced by the cities, amounting to practical impossibility of securing a reasonable regard to the public interest, or even the fulfillment of actual contracts; the growing belief on the part ol the public that the streets and all monopoly uses of them are public property which should not be handed over to private parties, and the desire that the profits of the undertaking should inure to the benefit of the public.

Transit changes are judged in British cities by the minimum fare, the average fare and the distance given for various fares, especially the average distance for a penny (2 cents) which, the professor says, the fare the mass of the people pay. All the cities have a one cent fare for short distances, from half to three-quarters of a mile, except Liverpool, but none of the private companies has a lower fare than two cents for the ordinary passenger traffic. A comparison of Dublin, private ownership, and Glasgow, public ownership, shows, according to Professor Parsons, that Dublin charges, within the rates on which substantially all the traffic moves, are from 50 to 100 per cent. above the Glasgow rates for the same distance. For the municipalities as a group the average distance for two cents is about 2.2 miles against 1.6 miles for the companies as a group. It is found also that the people like the graded plan of charging fares according to the distance traveled. While the commission was in Manchester, one of its members, discussing the graded fares, said to the chairman of one of Manchester's public service committees: "In my city you can ride 12 miles for 5 cents." "Yes," replied the chairman, "and you can ride 12 yards for it, too." In addition to the regular reductions of fares, the tramway managements are required to run workmen's cars mornings and evenings at rates about half the ordinary allowed by law.

Discussing the political results of municipal ownership in Great Britain, Prof. Parsons says:

"There has been an increase of political and social efficiency. as well as of economic efficiency. Under the company's regime, democracy was at a discount; popular sovereignty was below par. The people found they could not control their own streets, nor secure fair treatment of labor in public service industries, nor obtain rapid transit and other vital improvements on reasonable terms. The tramway owners, with the power of private monopoly in their hands, over-ruled the will of the people. The companies behave much better now.

"The cities and towns continue to municipalize the tramways. They believe that a well-managed public tramway is better from the public standpoint than even the best private system, for several reasons: First, it secures to the public the profits taken from the public through their patronage of public service monopolies operating under franchises granted to the public; second, it tends to lower fares and widens distribution of the benefits of the service—a public plant is more apt to regard a surplus as a reason for reduction of charges; third, it aims primarily at service, while a company management must aim at dividends—it is benefit for all versus profit for a few as the fundamental motive and purpose; fourth, it gives the municipality direct and complete control of its streets in place of indirect and partial control; fifth, it eliminates the opposition of interest between the owners and the public, which may at any time give rise to difficulty, dispute and obstruction of the public will and interest; sixth, it makes the managers the direct agents and employes of the people, instead of the agents of a company employed and paid by private parties to work for the interest and obey the instructions of those parties—a city as well as an individual can control its own servants and make them obey its will and wish better than the servants of some other person; seventh, it adds a new field for civic activity and the development of civic interests and motives and the habits of thought and action on which good citizenship depends."

APOLLINARIS PROFITS.

The annual report of the directors of Apollinaris & Johannis completes the company's first ten years' record. Although very heavily capitalized, there being £850,000 debentures in addition to £2,280,000 shares, dividend results have been remarkably steady. For the first three years six per cent. was paid on the ordinary shares, and for the following five years 5 per cent. was distributed, an amount maintained for the year ended with March last. These results have, however, been secured largely at the expense of reserves. which, with this year's addition of £20,000, will only total £120,000, a very insignificant figure as compared with the capitalization. The sales, both of Apollinaris and Apenta waters show an increase on the year, but net profits have been adversely affected by the increased charges for advertisements, and the cost of bottles. All advertisements have been written off profit and loss, and the directors have taken steps to improve the future position in regard to supplies of bottles. The ordinary shares at 6 yield 8¼ per cent., but in view of the small reserves and growing competition are, I think, fully valued. Many rival waters are making strides in the race for popular favor.

The Detroit United earnings for the second week in July showed the handsome increase of $14,839.

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CANADIAN NORTHERN.

The Approximate Figures for the Year—A Large Increase in Gross—June Figures Most Encouraging.

The Canadian Northern which completed its fiscal year on June 30th, exhibits gross traffic earnings of $7,493,100, as compared with 5,563,100 a year ago. This increase of $1,930,000 was largely swallowed up by the increased operating expenses owing to the worst hardships ever entailed upon a young system. The Canadian Northern came through a trying ordeal with an operating expenditure of nearly fifty per cent. greater than the previous year, the average mileage having increased 25 per cent. This leaves the road with a net gain of $206,000 from traffic results.

While the exact figures of the balance sheet are not yet available the result of the year's operations may be given in approximate figures as follows:

Gross traffic earnings	$7,493,100
Operating expenses	5,375,100
Net traffic earnings	$2,118,000
Earnings from express, telegraphs, elevators, etc about	$ 550,000
Total earnings	$2,668,000

The fixed charges cannot be stated positively at present owing to the recent placing by the president in London of further securities, the terms of which are not in completed form. The fixed charges chargeable to the year cannot exceed $1,800,000, which would leave a surplus of $850,000 as compared with last year's surplus of $719,574.

In view of all the difficulties encountered, the prostration of traffic, the destruction of motive power, the heavy outlays on track clearing, the expenses incidental to the care of snow-bound passengers, the result must be regarded as highly satisfactory. These figures do not include the Qu'Appelle road, which was acquired on the expiry of the C.P.R.'s lease and which is now earning in gross over a million dollars per annum. The common stock, which is at present all held by Messrs. Mackenzie & Mann and their associates, stands at $30,750,000, so that the surplus available for common on the year's operations was about 2.76 per cent. The total surplus now stands close to $2,500,000.

While there will be a crop depreciation in Manitoba, the Canadian Northern territory lying to the north and through Saskatchewan and Alberta, is differentiated with increased acreage and excellent prospects except the danger that may arise from the general lateness of the harvest.

The figures for June show an increase in gross of nearly 60 per cent. and net earnings of over 56 per cent. The following are the approximate figures for the month and the year to date:

	June, 1907.	1906.	Inc.	p.c.
Gross	$963,100	$612,100	$351,000	58.
Operating expenses	630,200	398,700	231,500	59.
Net earnings	332,900	213,400	119,500	56.
Mileage	25.54	24.02		

The increases for June are remarkable, in view of the slight increase in mileage over the same period last year. How greatly the system suffered from the winter severities which are not likely to recur in another half century can be gathered from a comparison of the June statement and that for the twelve months which follows:

Year Ending June 30th, 1907.

	1907.	1906.	Inc.	p.c.
Gross	$7,493,100	$5,563,100	$1,930,000	34.
Operating expenses.	5,375,100	3,651,400	1,723,700	47.
Net earnings	2,118,000	1,911,700	206,300	11.
Average mileage ..	25.09	20.76		

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NEW PATENTS PROCURED.

Messrs. Fetherstonhaugh & Company, patent solicitors, Canada Life Bldg., Montreal, report the following list of patents recently obtained through their office:

Canada—H. Reinke, combination safes and desks; A. B. Calkins, match-making machinery; N. M. MacLeod, guards for revoluble cutters; Charles Freedman, spool holders; Peter W. Ferns, grain trimming bowl; Peter W. Ferns, grain trimming shovel; Clement Duluth, method of and means for making wearing apparel.

U.S.A.—E. Slade and J. B. Clearihee, apparatus for grading and cleaning fibrous material; T. M. Morgan, method of and apparatus for burning cement.

France.—C. Pagnuelo, head rest for beds.

As an indication of how the Grand Trunk is striving to keep up with the demands of the times in the matter of rolling stock and motive power an official of that system stated that their expenditure in that connection during the past year would be almost $7,000,000. This included 60 passenger coaches, costing $720,000; 100 locomotives for $1,500.000, and 5,200 freight cars for $4,420,000.

Canadian Stocks

Quotations of Securities listed on the Montreal and Toronto Stock Exchanges, with prices at closing on Friday of each week. In stocks listed on both Exchanges, prices quoted are those of the market in which a stock is the more active.

Active Stocks

Par Value	Outstanding Common Stock	Outstanding Preferred Stock	Bonds	Reserve Funds Profit and Loss	Last Dividend Date	Per cent.	STOCK	Range for year 1906 High	Low	Range for 5 months, 1907 High	Date	Low	Date	Closing one year ago, August 2. Ask	Bid	Friday, August 2. Ask	Bid	Range for week ending August 1, in market of activity First	High	Low	Last	Sales
							BANKS															
50	10,000,000	....	....	5,000,000	1st June	q. 2	Commerce	190½	169½	180	Jan.	170	May	176	....	....	170	170	170	170	170	63
50	3,633,070	....	....	4,596,377	1st July	q. 3	Dominion	283	262½	267	Jan.	237	Mar.	269	....	....	230	232	232	230	230	47
100	2,470,210	....	....	2,470,210	1st June	q. 2½	Hamilton	233	210	217	Jan.	204	April	228	....	205	....	202	°202	200	200	16
100	4,804,551	....	....	4,804,550	1st Aug.	q. 2½	Imperial	254½	225	230	Jan.	217	Mar.	233	....	....	218	219	°219	218	218	19
100	6,000,000	....	....	4,000,000	1st June.	q. 2	Merchants	176	160½	170	Jan.	159	May	175	174	164	161½	161	°161½	161	161	12
100	1,000,000	....	....	1,000,000	1st July	q. 2	Metropolitan	202½	192	192½	Mar.	192	Mar.	200¾	200	193	....	....	....	....	....	....
100	3,277,620	....	....	3,277,620	1st July	q. 2½	Molsons	230	204½	215½	Jan.	200	May	230	225	....	....	....	....	....	....	....
100	14,400,000	....	....	11,000,000	1st June	q. 2½	Montreal	261	252½	257	Jan.	243½	May	258	256	245	244	247	247	247	247	20
100	3,000,000	....	....	5,250,000	1st July	q. 3	Nova Scotia	297½	273	293	Jan.	286	May	290	275½	282½	279¾	280¾	280¾	280¾	280¾	11
100	3,000,000	....	....	3,000,000	1st June	q. 2½	Ottawa	233	222	226¾	Feb.	220	Mar.	229	227½	220	....	....	....	....	....	....
100	2,500,000	....	....	1,250,000	1st June	q. 1½	Quebec	145	139½	145	Mar.	134	May	143½	141	....	....	....	....	....	....	....
100	3,900,000	....	....	4,390,000	1st July	q. 2½	Royal	247½	222	242	Jan.	234½	May	240	234	230	....	....	....	....	....	....
100	3,000,000	....	....	....	16th May	q. 1¼	Sovereign	155½	133	....		....		....	....	117	....	116	°116	113	113	12
50	1,540,420	....	....	1,640,420	1st June	q. 3	Standard	250½	223	230½	Feb.	220	April	248	245	....	216	217	217½	217	217½	15
100	3,986,820	....	....	4,486,820	1st June	q. 2½	Toronto	251	222	235½	Jan.	*215½	May	....	232	....	215	215	°215	215	215	8
100	4,350,490	....	....	1,900,000	1st July	q. 1½	Traders	155	138½	140	Jan.	135	May	....	140¾	....	130	130	130½	130	130½	191
100	3,000,000	....	....	1,600,000	1st June	s. 3½	Union	158	143½	152	Jan.	143½	May	155½	153	143	....	....	....	....	....	....
							TRANSPORTATION															
100	121,680,000	42,720,000	101,519,411	....	1st July	s. 3½	Canadian Pacific Railway	201	155¾	195½	Jan.	*156½	Mar.	....	165½	175½	175	175	175¾	175	175¾	114
100	12,500,000	....	21,162,000	1,546,272	1st Aug.	q. 1¼	Detroit United	102	79¾	84½	Jan.	65	Mar.	95⅝	95½	66¾	66	68	68½	66¾	66¾	417
100	12,000,000	10,000,000	20,000,000	....	....		Duluth	21	16½	14	May	14	May	20	18	12	11	....	....	....	....	....
100	1,350,000	....	600,000	252,053	1st July	q. 1½	Halifax Electric	108	100	104½	Jan.	*94	Mar.	107	101½	98	....	....	....	....	....	....
100	7,500,000	....	8,311,561	....	....		Havana Electric	50	35	45½	Feb.	40	Mar.	....	47	35	25	....	....	....	....	....
100	....	5,000,000	....	....	15th July	q. 1	Havana Electric, preferred	97½	79	86	Jan.	70	April	94	88	75	74	73¾	73¾	73¾	73¾	50
100	6,395,500	3,274,300	20,030,500	....	1st July	q. 1½	Illinois Traction, preferred	101½	88½	94½	Feb.	*85	Mar.	99	95	85	83	84½	°85	84½	84½	47
100	14,000,000	7,000,000	51,865,000	....	15th July	s. 2	Minn., St. P. and Sault Ste. Marie	....	....	136¾	Jan.	91	May	....	....	106	104½	104	104	104	104	50
100	9,000,000	....	2,473,333	524,770	1st Aug.	q. 2½	Montreal Street	284	211	239	Jan.	202	Mar.	279¾	279½	201½	201⅛	206	206	205	205	168
100	840,000	....	....	87,100	19th Jan.	a. 6+1½	Northern Navigation	110½	80½	104	Jan.	89	Mar.	100	99	96	90	93½	93½	93	93	81
100	7,938,900	....	10,385,000	....	15th June	q. ¾	Northern Ohio Traction	33½	27	30⅜	Jan.	26	April	30½	29	....	....	....	....	....	....	....
100	3,132,000	....	323,146	362,500	1st June	q. 1½	Richelieu and Ontario	88½	69¾	82½	Jan.	70	Mar.	86	82	....	....	65	65	64½	64½	80
100	21,993,900	....	23,284,000	....	....		Rio de Janeiro	48	38½	48½	Jan.	38⅜	Mar.	46	45½	43½	43½	44¾	44¾	43½	43½	788
100	563,300	....	....	115,996	1st Jan.	s. 10	St. Lawrence & Chi. Steam Nav. Co.	148	120	125	Jan.	120	April	145	....	....	....	125¼	126	125¼	126	25
100	8,026,637	....	6,000,000	1,785,718	1st July	q. 2	Sao Paulo	146	125	138½	Jan.	117½	Mar.	138½	137¾	117	....	°117	°117¼	116¾	116½	52
100	12,000,000	....	10,866,000	....	2nd May	s. 1	Toledo Railway	36½	25	29½	Jan.	23¾	Mar.	34	32½	25	24½	....	....	....	....	....
100	8,000,000	....	3,613,373	2,130,708	1st July	q. 1½	Toronto Railway	126	112	115½	Jan.	*100	Mar.	117	116¾	100⅛	100	102	102	100	100½	569
100	9,000,000	2,600,000	6,993,000	....	1st July	q. 1½	Tri-City. preferred	95*	88½	90½	Jan.	85¾	April	....	....	....	....	83	83	82½	82½	14
100	1,164,000	....	720,000	124,781	10th July	q. 1¼	Trinidad Electric	92	80	78½	April	70	April	....	85	....	....	....	....	....	....	....
100	20,100,000	3,000,000	16,546,000	1,281,348	15th May	q. 1¼	Twin City	122½	102½	108½	Jan.	87¾	Mar.	113½	*113½	93½	91½	95	95	95	95	125
100	4,500,000	....	5,000,000	908,688	1st July	q. 2	Winnipeg Electric	190	160	186	Feb.	175	Feb.	....	....	167	....	165¼	165¼	165	165	22
							TELEGRAPH, LIGHT AND POWER															
100	10,625,000	....	3,363,000	3,849,846	15th April	q. 2	Bell Telephone	158¾	145	145	Jan.	†125	Mar.	152	150½	....	....	130	132	130	132	33
50	2,500,000	....	....	2,004,149	1st Aug.	q. 2½	Consumers Gas	209	200	206	Jan.	196	May	....	205	....	193¾	197	197	193¾	193¾	143
100	41,380,400	....	....	....	1st July	q. 1	Mackay, common	77½	57½	75½	Jan.	63¾	Mar.	74¾	74½	68¾	68¾	69	69	68¾	68¾	110
100	....	50,000,000	....	727,547	1st July	q. 1	Mackay, preferred	76½	68	71½	Jan.	66	Mar.	73¾	73	....	66	66¼	66¾	66	66½	237
100	13,585,000	....	12,000,000	1,050,428	....		Mexican Light and Power Co.	70	47½	57½	Feb.	45½	April	58	57½	43	....	44¾	44¾	44	44	340
100	17,000,000	....	8,464,000	1,201,158	15th May	q. 1½	Montreal Power	99½	86	94½	Jan.	81¾	Mar.	*96¼	*96¼	93	92½	95	95	92	92	1,559
100	2,997,900	....	1,000,000	518,057	1st July	q. 2	Toronto Electric Light	171	152	160	Jan.	142	Mar.	....	157	150	....	....	....	....	....	....
							INDUSTRIALS AND MISCELLANEOUS															
100	4,700,000	300,000	....	1,969,354	1st July	q. 2½	Canadian General Electric	155	130	136½	Jan.	120½	Mar.	....	143½	117	....	118¾	°118¾	115½	115½	102
100	20,000,000	5,000,000	9,642,000	....	....		Dominion Steel, common	34½	20½	25	Jan.	16¾	Jan.	28⅛	28¼	20¼	20	22	22	20½	20½	1,095
100	5,000,000	....	....	....	....		Dominion Steel, preferred	83¼	60	66½	Jan.	48¾	Mar.	74	73	48¾	47	49½	49½	49½	49½	30
100	15,000,000	....	5,612,164	1,825,940	1st July	q. 1	Dominion Coal	84½	58	70½	Mar.	57	April	78	76	56	53	....	....	....	....	....
100	....	3,000,000	....	....	1st Aug.	s. 3½	Dominion Coal, preferred	122	112	112	Feb.	106	May	116	114	....	....	105	105	105	105	15
100	5,000,000	1,854,397	7,337,160	1,394,000	....		Dominion Textile, common	....	....	....		....		....	....	....	....	45	45	45	45	50
100	5,000,000	1,854,397	7,337,160	1,394,000	15th April	q. 1¾	Dominion Textile, preferred	109¼	95½	*99	Jan.	88	May	102	98	86	84	86¼	86¼	83½	83½	103
100	2,000,000	....	1,000,000	528,003	20th April	s. 3	Lake of Woods Milling	100	89	90	Feb.	75	Mar.	95	....	73	70	72½	72½	70¼	72	71
100	....	1,500,000	....	....	11th June	q. 1¾	Lake of Woods Milling, preferred	115	108	112	Feb.	*106½	Feb.	115	112	....	....	107	107	107	107	56
100	700,000	....	....	227,417	8th Jan.	bal. 4½	Montreal Steel	114	97	98½	Feb.	96	April	107	....	95	....	....	....	....	....	....
100	....	800,000	....	....	8th July	q. 1¾	Montreal Steel, preferred	115	106	106	May	105	Feb.	....	....	100	....	95	95	94	94	16
5	6,000,000	....	....	15,577	20th July	q. 3	a Nipissing Mines Co.	....	....	15	Jan.	11	Mar.	....	....	8½	8½	10	10	8½	8½	3,305
100	4,987,600	....	3,752,000	2,617,051	15th July	q. 1½	Nova Scotia Steel, common	74½	60	79	Feb.	68	Jan.	....	69	66	67½	68¾	68½	°67	67½	103
100	....	1,030,000	....	....	15th July	q. 2	Nova Scotia Steel, preferred	125	118	*120	Jan	112	April	125	121	....	....	....	....	....	....	....
100	1,250,000	....	1,000,000	1,209,370	Sept.	s. 7	Ogilvie Flour	....	....	....		....		....	....	....	....	....	....	....	....	....
100	....	2,000,000	....	....	1st June	q. 1¾	Ogilvie Flour, preferred	130	123	121	Feb.	111	April	130	124	....	....	....	....	....	....	....

*Ex-div. †Ex-allotment a—Quotations per $5 share. °Less than ten shares.

Inactive Stocks

Par Value	Common Stock Outstanding	Bonds, Preferred Stock or Deben'res Outstanding	Reserve and Contingent.	Last Dividend Date	Per cent.	STOCK	Range for year 1906 High	Low	Latest price Ask	Bid	Last Sale
						BANKS					
243	4,866,666	....	2,238,666	4th Apr.	3+1	British North America	146½	141	155	....	154½
100	2,948,130	....	1,860,000	1st July	q. 2	Eastern Townships	163¼	160	161	160	161
100	2,464,070	....	1,600,000	1st June	q. 2	Hochelaga	163	†144	147	....	147
30	1,789,884	....	750,000	1st June	q. 1¾	Nationale	124	121	....	....	120
100	709,300	....	1,195,295	1st July	q. 3	New Brunswick	....	....	275	....	272
						LOAN AND TRUST					
50	630,200	1,032,603	283,000	2nd July	s. 3	Agricultural Loan	....	....	....	123	122
100	1,004,000	3,138,798	515,000	2nd July	s. 3½	Canada Landed	125	117½	....	123	123
10	6,000,000	13,857,807	2,450,000	1st July	s. 3	Canada Permanent	131	124	120½	120	120
100	1,500,000	4,673,890	1,050,000	1st July	q. 2	Central Canada	172	160	....	160	165
10	2,398,701	p 2,456,900 / d 147,413	119,808	1st July	s. 3	Col. Investment, preferred	89	75	....	64	67½
50	934,617	394,045	107,590	30th June	s. 2	Dominion Savings	73	70	....	71	71
100	1,100,000	1,671,417	504,080	2nd July	s. 3	Hamilton Provident	124	120	120	....	120
50	1,900,000	5,271,479	1,600,000	2nd July	s. 4½	Huron and Erie	188½	183	....	183	183
100	735,481	547,746	78,720	2nd July	s. 2½	Imperial Loan	70	70	....	....	70
100	700,000	1,005,434	310,000	2nd July	s. 3	Landed Banking	125	121	....	122	124
50	1,000,000	2,243,355	264,310	2nd July	s. 3	London and Canadian Loan	111¼	105	106	....	104
50	686,891	518,919	134,000	1st July	s. 3	London Loan and Savings	....	....	....	....	119
25	500,000	....	438,096	15th Mar.	s. 3½ plus ½	Montreal Loan	138	*133½	....	....	133
£10	£150,000	£598,225	£145,000		5 s. plus 2½	North of Scotland	....	....	....	....	....
100	1,000,,000	....	450,000	2nd July	1¾	National Trust	157	155	....	157	158
50	1,200000	1,594,326	685,000	2nd July	s. 3½	Ontario Loan and Debenture	140	128½	....	130	130½
40	373,720	119,260	82,500	2nd July	s. 2½ plus ½	Real Estate Loan	90	85	....	....	87
100	1,000,000	....	375,000	2nd July	s. 3½	Toronto General Trusts	160	140	....	....	*140

Par Value	Common Stock Outstanding	Bonds or Preferred Stock Outstanding	Reserve	Last Dividend Date	Per cent.	STOCK	Range for year 1906 High	Low	Latest price Ask	Bid	Last Sale
50	724,550	1,274,108	305,000	2nd July	s. 3	Toronto Mortgage Co	115½	105½	112	....	109¾
100	1,000,000	1,105,536	580,000	1st July	q. 1½	Toronto Savings	....	....	....	....	126
						OTHER COMPANIES					
25	850,000	550,000	....	3 % passed		British America Assurance	98	97	....	....	97
100	1,511,400	1,270,000	....	3½ for 6 mos. Nov. 20, '05		British Columbia Packers, pfd	80½	59¾	....	....	°75
100	2,700,000	b 2,000,000	....	15 June	1	Canadian Col. Cotton	60	45	....	....	53½
400	1,000,000	....	44,865	1st July	4	Canada Life Assurance	163	163	....	....	155
100	3,000,000	....	....	July	q. 1	Canadian Converters, Limited	60	60	60	....	59¾
100	500,000	....	46,333	1st July	q. 2	Canadian Salt	110½	*108	....	....	108
12½	733,841	....	....	a		Canada North-West Land	500	400	....	....	435
100	565,000	....	30,000	....		City Dairy	38	21½	37	....	35
100	846,350	....	....	2nd July	1¾	City Dairy, preferred	94½	*82½	90	....	87
100	100,000	....	....	1st July	s. 7½	Confederation Life Association	285	272½	....	....	285
50	1,000,000	....	....	15th July	q. 1½	Dominion Telegraph	121	*119	118	....	118
100	1,700,000	2,895,700	....	15th July	s. 2½	Hamilton Electric Power, pfd.	....	....	....	....	....
100	450,000	....	....	1st July	q. 1½	Imperial Life Assurance	149	149	....	....	150
100	500,000	b 344,000	90,474	Mch.	s. 3½	Intercolonial Coal	90	84	....	....	85
100	....	219,700	....	Mch.	s. 3	Intercolonial Coal, preferred	....	....	....	....	100½
100	1,600,000	b 1,200,000	....	5th Aug.	s. 3	Laurentide Paper	107½	89½	92	92	93
100	....	1,200,000	....	1st July	q. 1¾	Laurentide Paper, preferred	114¾	100½	....	100	°106
100	404,610	b 102,083	75,000	1st June	s. 3	London Electric	95	89¾	....	....	89¾
40	531,792	b 500,000	....	30th June	s. 3½	London Street	97½	97½	....	....	97½
100	3,000,000	b 350,000	....	15th June	q. 1¾	Montreal Cotton	135	122	....	....	125
40	2,000,000	....	98,098	15th July	q. 2	Montreal Telegraph	171	162	....	....	158
100	701,700	b 111,000	123,953	2nd July	s. 4	Niagara Navigation	133½	117	120	....	*117
100	925,000	b 819,000	....	....		Niagara, St. Cath. and Toronto	80	75	....	75	80
100	998,200	500,000	230,564	2nd July	q. 2½	Ottawa Electric Railway	....	....	....	....	....
20	1,500,000	1,000,000	....	passed		Western Assurance	98	96	....	....	96
100	600,000	b 1,100,000	....	July s. 4 plus 1		Windsor Hotel	105	100	....	....	107½

NOTE.—s means semi-annually; q.—quarterly; plus indicates bonus; b. means bonds. p.—Preferred stock. d.—Debentures. o.—Less than ten shares. a.—$12.50 per share return of capital payable March 15, 1907.

ASKS FOR BANKER'S REFERENCE.

A London cable says: "The Manitoba and Western Canada Land Company offers 2,500 one hundred dollar shares of Huron and Ontario Railway Company. The financial press observes a touch of eagerness about the language of the circular, which it is maintained, is inconsistent with the dignity of a Canadian railway company, and suggeses that there would be no harm in asking for Canadian banker's references as a preliminary on any purchase of stock."

GOLD SHIPMENTS TO CANADA.

The New York branches of Canadian banks shipped another half million dollars in gold to Montreal institutions on Tuesday, which makes $1,000,000 gold coming here in the present instance, says the Montreal Star.

Shipments of gold to Canada have been very common at this time, having been made in almost every year. These shipments represent partly the drawing home by Canadian banks of the proceeds of bills of exchange sold by them in the New York market, and also the drawing down of Canadian balances in the New York banks for use at home during the crop movement.

The loss of gold on this account to Canada is usually more than offset by the receipts at Seattle and San Francisco of gold from the Klondike and British Columbia, which is transferred to New York either by telegraph or by checks of the Seattle Assay office and the San Francisco mint drawn upon the New York sub-treasury.

The records of the Treasury Department show that the imports of gold from Canada have exceeded exports to Canada in every one of the last ten years. During the past four years the excess of imports of gold from Canada over exports has ranged from $10,000,000 to $16,000,000 annually.

THE BOND MARKET

Week Ending August 2, 1907.

BONDS	Rate	Closing Asked	Bid	Sales Week Aug. 1 $
Bell Telephone Co.	5	....	....	....
Can. Colored Cotton Mills Co.	6	....	....	....
Commercial Cable Co.	4	....	....	....
Dominion Coal Co.	5	98	....	....
Dominion Cotton Mills Co.	6	....	....	5,000
Dominion Iron & Sreel Co.	5	....	....	3,000
Dominion Textile Co., Series A.	6	....	....	3,000
Do. Do. Series B.	6	....	....	....
Do. Do. Series C.	6	....	87	....
Do. Do. Series D.	6	....	77	....
Electrical Development Co.	5	....	....	3,000
Halifax Electric Tramway Co.	5	101	....	....
Havana Electric Railway Co.	5	....	....	....
Intercolonial Coal Co.	5	....	....	....
Keewatin Flour Mills	6	....	....	....
Lake of the Woods Milling Co.	6	....	100	....
Laurentide Paper Co.	6	110	....	....
Magdalen Islands	6	....	....	....
Mexican Electric Light Co.	5	75	74*	....
Mexican Light & Power Co.	5	82	78½	18,000
Montreal Light, Heat & Power Co.	4½	....	....	29,000
Montreal Street Railway Co.	4½	....	101	....
Nova Scotia Steel & Coal Co. 1st Mtg.	6	....	....	2,000
Do. Do. Cons. Mtg.	6	103½	99	2,000
Ogilvie Flour Mills Co.	6	....	116	....
Price Bros. Co.	6	....	....	....
Rio de Janeiro Tramway, L. & P. Co.	5	74⅛	73¾	2,000
St. John Railway	5	....	....	25,500
Sao Paulo Tramway L. & P. Co.	5	93¼	....	....
Winnipeg Elec. Street R'y. Co.	5	....	....	....
Montreal City, Stock	7	....	....	....
Montreal City, Stock	4	....	....	....

The Canadian Northern Railway's gross earnings for the week ending July 31st, 1907, are $296,900, and from July 1st to date, $939,500. During the corresponding period last year the gross earnings were $188,500, and $603,800, giving increases of $108,400 and $335,700 respectively.

The earnings for the last full week in July were $71,932, an increase of $6,879. At this rate the gross earnings for the year will be easily $3,400,000 and net earnings over $1,400,000, enough for all the purposes of the company.

CURB QUOTATIONS.

Week ending August 2.

NAME	Stock Issued.	Acreage.	Week ending Aug. 1 High	Low	Sales	Closing bid Aug. 2
Abitibi & Cobalt Mining Co.	....	....	....	....	....	....
Beaver Consolidated Mines	1,000,000	20	....	....	....	....
Buffalo Mines Co.	900,000	40	....	....	....	....
Cobalt Lake Mining Co.	3,930,866	....	.18	.16	2,000	16½
Cobalt Silver Queen	1,500,000	58	....	....	....	....
Cleveland Cobalt Silver Mines	1,000,000	114	....	....	....	....
Coniagas	4,000,000	40	3.70	3.69	200	360
Foster Cobalt Mining Co.	1,000,000	40	72½	.65	7,175	64
Green-Meehan Mining Co.	1,500,000	40	.36	.35	300	....
Kerr Lake Mining Co.	3,000,000	52	....	....	....	....
McKinley-Darragh-Savage Mines	2,000,000	120	....	....	....	....
Nova Scotia Silver Cobalt M. Co.	1,800,000	....	.22	.20	15,800	....
Peterson Lake	2,500,000	225	.20½	.20½	900	....
Red Rock Silver Mining Co.	1,000,000	30	....	....	....	....
Rothschild Cobalt Co.	500,000	40	....	....	....	....
Silver Leaf Mining Co.	5,000,000	40	.09	.09	2,100	....
Temiscaming Mining Co.	2,500,000	210	....	....	....	....
Trethewey	1,000,000	40	.70½	.63	10,350	63
University Mines	1,000,000	56	....	....	....	....

UNLISTED SECURITIES.

NAME	Stock Issued	Bonds and Pref. Stocks	Week ending Aug. 1 High	Low	Sales	Closing bid Aug. 2
Brit. Col. Packers' Ass'n. Com.	1,511,400	$1,270,000	....	....	....	....
Consolidated Mining & Smelting	4,698,886	....	....	....	....	....
Consolidated Rubber Bonds	....	....	....	....	....	115.00
Consolidated Rubber Stock, Pref.	2,141,300	822,200	....	....	....	86.25
Canada Cycle & Motor Co.	800,000	2,600,000b	....	....	....	....
Dominion Iron & Steel, 2nd Mtg.	20,000,000	2,178,000	....	....	....	....
Dominion Park Bonds	400,000	250,000	....	....	....	82.00
Havana Central Bonds	6,250,000	6,250,000	....	....	....	85.00
Illinois Traction Com.	5,810,000	3,214,300	....	....	....	....
Lachine Sinking Fund, 5 p.c. bonds	....	4,000,000	....	....	....	....
Mexico Tramways	6,000,000	....	101.50	101.50	$1000.00	....
Quebec Railway, L. & P. Co.	2,500,000	2,500,000b	59.50	59.50	150	59.00
Rogers, Wm. A., Com.	750,000	900,999	....	....	....	....
Rogers, Wm. A., Pref.	900,000	....	....	....	....	....
Shawinigan L. & P.	6,500,000	4,000,000b	....	....	....	....
Standard Loan Co.	1,125,000	d 600,000	....	....	....	....
Sun & Hastings Savings & Loan Co.	937,000	d 52,000	....	....	....	....
Tri-City Railway & Light Co., Com.	9,000,000	2,600,000	....	....	....	....
Union Bank of Halifax	1,500,000	....	....	....	....	....
Western Bank of Canada	555,000	....	....	....	....	....

d Debentures b Bonds